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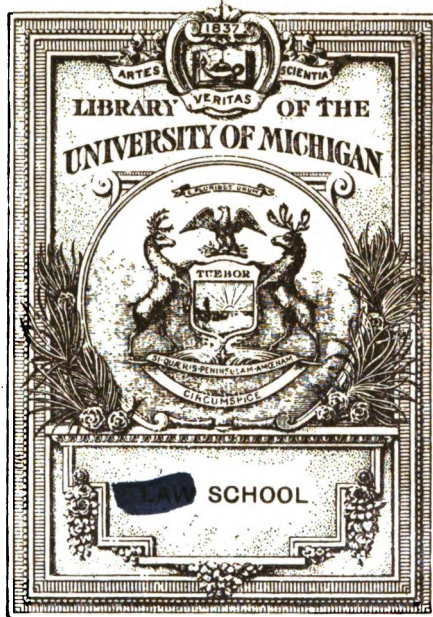
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STATE OF MISSOURI

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FIRST ANNUAL REPORT

OF THE

UNIV. OF MICH. LIBRARY

PUBLIC SERVICE COMMISSION

FOR THE EIGHT AND ONE-HALF MONTHS  
ENDING DECEMBER 31, 1913

59480

*COMMISSIONERS*

JOHN M. ATKINSON, Chairman

WM. F. WOERNER

JOHN KENNISH

HOWARD B. SHAW

FRANK. A. WIGHTMAN

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JEFFERSON CITY, 1914

THE HUGH STEPHENS PRINTING COMPANY  
JEFFERSON CITY, MO.



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# LETTER OF TRANSMITTAL.

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## STATE OF MISSOURI

### PUBLIC SERVICE COMMISSION.

Jefferson City, January 12, 1914.

To His Excellency, ELLIOTT W. MAJOR, Governor of Missouri.

Dear Sir: I have the honor to transmit herewith the First Annual Report of the Public Service Commission for the eight and one-half months ending December 31, 1913.

Very respectfully yours,

JOHN M. ATKINSON,

Chairman.

(5)





# **STATE OF MISSOURI.**

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## **FIRST ANNUAL REPORT OF THE PUBLIC SERVICE COMMISSION.**

Jefferson City, Mo., January 12, 1914.

To His Excellency, ELLIOTT W. MAJOR, Governor of Missouri:

The First Annual Report of the Public Service Commission for the eight and one-half months, ending December 31, 1913, is herewith submitted.

Section 18 of the Public Service Commission Law provides as follows:

"The Commission shall make and submit to the Governor on or before the second Monday in January in each year a report containing a full and complete account of its transactions and proceedings for the preceding fiscal year, together with such other facts, suggestions and recommendations as it may deem of value to the people of the State, which report shall be laid before the next succeeding Legislature. \* \* \* \* The Commission may also recommend the enactment of such legislation with respect to any matter within its jurisdiction as it deems wise or necessary in the public interest."

The Public Service Commission Law was passed by the Forty-Seventh General Assembly and became effective on April 15, 1913. This Commission took office and entered upon the discharge of the duties imposed upon it by law on said date.

The same General Assembly abolished the former Board of Railroad and Warehouse Commissioners of this State. All of the jurisdiction, supervision and records of said Board which extended to common carriers were transferred to the Public Service Commission by the provisions of the Public Service Commission Law.

At the same time the office of State Warehouse Commissioner was created, placing under its jurisdiction the inspection of all grain and hay in public buildings, elevators and warehouses as established and provided in said Act, which had theretofore been exercised and performed by said Board of Railroad and Warehouse Commissioners.

## SCOPE OF REPORT.

The Commission, after a most careful investigation, study and consideration of the scope that should be covered by its Annual Reports, as required under the provisions of the Public Service Commission Law, has concluded that such reports should be as concise and brief as possible so as to give the public and the Legislature "a full and complete account of its transactions and proceedings for the preceding fiscal year, together with such other facts, suggestions and recommendations as it may deem of value to the people of the State." We found, on examination, that many of the reports issued by other State Commissions have grown to be so voluminous and cumbersome to be sent through the mail or handled by one in search of information as to destroy in a large measure their merit and usefulness for the purposes for which they were published.

The Commission is required by Section 19 of the Public Service Commission Law to publish all of its opinions, orders, and decisions in separate bound volumes from its Annual Reports, from time to time. The publication of such opinions, orders and decisions will hereafter be referred to and more fully explained in another part of this report.

All wreck investigations and reports thereon have been published by the Commission under circular numbers from time to time, following soon after such wrecks and investigations and at such a time when the public had a sufficient interest in the matter to read the same.

The "Rules of Practice and Procedure and Forms Governing Matters Before the Commission" were published immediately after their adoption and have been distributed very extensively throughout the State to both the Bar and laymen.

The Public Service Commission Law has been published and carefully indexed and given extensive distribution throughout the State.

As the Commission has progressed with its organization the various general orders, rules, regulations, uniform classification of accounts to be kept by the various public service corporations and utilities coming within the jurisdiction of the Commission, have been or will be published and furnished extensively. The Commission thinks that it would be but "padding" our annual reports to

again reprint any of these various documents as parts of this report.

In our Annual Reports we will discuss questions that we feel will be of interest not only to the public but to the various public service corporations and utilities under the jurisdiction of the Commission.

The publication of the various opinions, orders, circulars and documents which are published by the Commission are sent out from time to time, and we feel that by such a distribution much better results will be accomplished than to withhold the printing of same when issued to be embodied in the Annual Report to be thereafter issued.

Abstracts of the annual reports of the various corporations and utilities under the supervision of the Commission will be published annually by the Commission in separate reports properly classified and compiled.

### JURISDICTION OF THE COMMISSION.

By the provisions of Section 43 of the Public Service Commission Law the Commission is given the general supervision of all railroads, street railroads, express companies, all kinds of car companies, steamboat companies operating upon the waters of this State and all other common carriers. The Commission is further authorized and required to examine the same and keep informed as to their general condition, their capitalization, their franchises and the manner in which their lines and property, owned, leased, controlled or operated, are managed, conducted and operated, not only with respect to the adequacy, security and consideration afforded by their services, but also with respect to their compliance with all the provisions of law, orders and decisions of the Commission and their charter requirements.

By the provisions of Section 68 of said Law the Commission is also given the general supervision of all gas corporations, electric corporations, water corporations and municipalities, as these terms are defined by the Public Service Commission Law. The service, rates and charges, as well as all such plants, are placed under the supervision and control of the Commission.

By the provisions of Section 87 of said Law all telegraph corporations and telephone corporations, as those terms are defined in the Public Service Commission Law, are placed under the supervi-

sion and jurisdiction of the Commission, as well as all rates and service charges made by such utilities.

By the provisions of Section 105a, all heating companies, as that term is defined in the Public Service Commission Law, are placed under the jurisdiction and supervision of the Commission as to service and rates.

The supervision of the issuance and approval of all stocks, bonds, notes and other evidence of indebtedness issued by such corporations and utilities are placed under the supervision and jurisdiction of the Commission.

Said Law further provides that the Commission shall issue certificates of public necessity and convenience to all of said public corporations and utilities, except municipalities; when constructing a new road, plant or facility, as defined in said Law.

By the same Law numerous other powers are given the Commission, and all the powers formerly given to the Board of Railroad and Warehouse Commissioners are also conferred upon it.

The Law places upon the Commission the duty to investigate upon complaint made to it, and, after formal hearing, to determine and fix the just and reasonable rates, fares and charges of all corporations and utilities subject to its jurisdiction and control.

At the close of the year, December 31, 1913, there were 877 corporations, municipalities and individuals engaged in serving the public in this State in some capacity that, by operation of the Public Service Commission Law, placed them under the supervision and jurisdiction of the Commission. The following is a classified list of the same:

*Steam Railroad Corporations:*

Operating . . . . .	64	
Not operating, lessor.....	35	99

*Interurban and Street Railroad Corporations:*

Operating . . . . .	20	
Individual operating . . . . .	1	21

*Express Companies:*

Operating on steam and street railroads.....	6	6
--	---	---

*Sleeping Car Company:*

Operating on steam railroads.....	1	1
-----------------------------------	---	---

*Electrical Corporations and Municipalities:*

Operating . . . . .	149	
Not operating, or dormant.....	5	
Municipal plant leased to private individual.....	1	155

*Gas Corporations and Municipalities:*

Operating . . . . .	24	
Dormant . . . . .	1	25

*Water Corporations and Municipalities:*

Operating . . . . .	68	68
---------------------	----	----

*Heating Corporations Only:*

Operating . . . . .	2	2
---------------------	---	---

*Combination Gas & Electric Corporations:*

Operating . . . . .	10	10
---------------------	----	----

*Combination Electric and Water Corporations:*

Operating . . . . .	49	49
---------------------	----	----

*Combination Water and Gas Corporations:*

Operating . . . . .	1	1
---------------------	---	---

*Combination Electric and Heating Corporations:*

Operating . . . . .	6	6
---------------------	---	---

*Combination Electric, Water and Gas Corporations and Municipalities:*

Operating . . . . .	3	3
---------------------	---	---

*Combination Electric, Heating and Gas Corporations:*

Operating . . . . .	1	1
---------------------	---	---

*Combination Electric, Heating, Gas and Water Corporations:*

Operating . . . . .	2	2
---------------------	---	---

*Telephone Corporations:*

Incorporated companies . . . . .	246	
Owned by individuals (not incorporated) . . . . .	55	
Firms or partnerships (not incorporated) . . . . .	125	426

*Telegraph Corporations:*

Operating . . . . .	2	2
---------------------	---	---

**ORGANIZATION OF THE COMMISSION.**

When the Commission came into existence one of its most important duties was the organization of the Commission into proper departments for the performance of its duties, as provided under the Public Service Commission Law. It is obvious that the work imposed upon the Commission and the purposes contemplated by the statute could only be attained by and through a thoroughly considered, systematic and well-organized and equipped Commission into the several departments, having regard to the different classes

of public utilities coming within the supervision and jurisdiction of the Commission.

A broad and comprehensive view, looking to future years of useful work by the Commission, must necessarily be kept in view in the building of the various departments of the organization of the Commission. The great variety of work involved requires scientific and technical knowledge, and the necessity that the Commission should be well and accurately served with the very ablest of experts in these matters made imperative the selection of assistants of skill, learning, practical experience and good judgment. With these qualifications of experts in view the Commission has carefully selected its officers and employees, after a most thorough and careful examination of the qualifications of each, and his experience obtained from actual operation in his special line of work and training. The organization of the Commission is thought to be sufficiently elastic to permit its natural and proper growth as the work of the Commission progresses and the scope of its undertakings broadens.

The plan of the Commission's organization and work, as finally adopted, was divided into eight departments, as follows:

- (1) General Office.
- (2) Legal.
- (3) Rate.
- (4) Engineering.
- (5) Statistics and Accounts.
- (6) Gas, Electric, Heat and Water.
- (7) Telephone and Telegraph.
- (8) Stock and Bonds.

The special organization and work of each department will hereafter be given somewhat in detail in this report.

This plan of organization is somewhat of a combination of the so-called "New York" and "Wisconsin" plans. Divisions in each department as thus organized have been or will be created as the work progresses. All departments are co-ordinated and the latest and best systems for doing the work with efficiency have been introduced and adopted. Engineers of one division of the Engineering Department co-operate with the engineers of another division in their work. Engineers and accountants co-operate, and so on with the various other departments and divisions.

## GENERAL OFFICE.

Section 8 of the Public Service Commission Law provides for the appointment of a Secretary by the Commission. It further provides:

"Under the direction of the Commission the Secretary shall have general charge of its office, superintend its clerical business and perform such other duties as the Commission may prescribe."

The work of the Secretary since the Commission was organized has been very heavy and strenuous. A large amount of work connected with various miscellaneous duties is performed by the Secretary and the general office force, which consists of the following employees: one executive clerk (who also assists in reporting hearings and does stenographic work); one docket clerk; one stenographer; one official reporter, who has supervision of the publication of opinions, orders, decisions and other documents published by the Commission; one clerk; one file clerk; five official reporters, who report the hearings of the Commission and Commissioners and make the transcripts of the evidence for the Commission; and one janitor.

The Commission has only added employees as the work of development has progressed. Additional employees will have to be added from time to time as the organization of the Commission continues to grow and new fields of work are undertaken or the present fields of work broaden. We may say the duties imposed upon the employees of the Commission are broad, extensive and of the most exacting nature, being that largely of experts having both a technical and practical training. It is with great pleasure and satisfaction that the Commission reports that all its employees have proven diligent, careful, faithful, capable and painstaking, and willing to undertake extra work at all times with eagerness, cheerfulness, and even with much enthusiasm. The spirit of co-operation and mutual assistance rendered each other in any duties falling to their lot prevails among all the employees of the Commission, and it is to be greatly commended.

**Filing System Installed:** The work of the Commission, both in volume and variety of subjects, very soon grew to such proportions as made it imperative that there be installed an elaborate and up-to-date filing system of more than the ordinary classification of record papers. The system being installed is known as the decimal

system, having an outline of ten subjects, of which we are using eight, designated as follows: General Office; Steam Railroads; Street Railroads; Express Companies; Steamboat Companies; Gas, Electric, Heat and Water Companies; Telephone and Telegraph Companies; Baggage and Transfer Companies. Each of these general heads has for its indices integral numbers, numbers not fractional, and these in turn have ten general subdivisions. Each of the ten general subdivisions is further divided according to the subjects handled, their reference or index number indicating the general subject.

### **RULES OF COMMISSION.**

As provided by Section 24 of the Public Service Commission Law the Commission soon after its organization adopted a set of "Rules of Practice and Procedure and Forms Governing Matters Before the Commission" to be observed in all formal proceedings before the Commission.

Said section further provides:

"And in all investigations, inquiries or hearings the Commission or a Commissioner shall not be bound by the technical rules of evidence."

These rules have thus far been found quite adequate and easy to be followed and have added much to the prompt and orderly dispatch of the great volume of formal complaints and applications brought before the Commission thus far.

These rules have been printed in pamphlet form of convenient size and are furnished gratuitously for the information of all who have business before the Commission.

### **SESSIONS OF COMMISSION.**

Within the period of this report there have been 127 sessions of the Commission at its office in Jefferson City, held on 127 different days. In addition thereto there have been 93 hearings on complaints by one or more Commissioners held at various places in the State other than its office in Jefferson City, many of them requiring several days. It has been the policy of the Commission, as far as practicable, to hear the complaints at the place where they originated, in order that those who desire may attend without extra expense; also that witnesses may be given an opportunity to testify before the Commission without incurring the traveling expenses to a distant place of hearing. In fact, the Commission feels that it gets a better view and understanding of the controversy by having



the hearings held in the city or town where the complaint originates, and by going there and seeing the parties and learning the local conditions at first hand.

The Public Service Commission Law provides that a hearing may be held by one Commissioner or more if the Commission directs. This provision of our Law has been of great advantage to the Commission in expediting its business, which could not have been performed if the full Commission were required to attend each hearing. In cases of great importance, or those involving extreme legal or technical questions, one, two or three Commissioners may be assigned to conduct such hearings, and in some instances the full Commission hears such complaints. The Commissioners carefully endeavor to familiarize themselves with all of the evidence taken in hearing complaints, whether they heard the case or not. After the evidence is taken, the complainant and defendant are each permitted to file briefs and also to argue the case before the full Commission at its office in Jefferson City, if they so desire.

### FORMAL COMPLAINTS AND APPLICATIONS.

For the eight and one-half months ending December 31, 1913, there were filed with the Commission 239 formal complaints and applications, of which 136 have been concluded and orders entered, and 103 are still pending. Of this 103 the evidence has been taken in a large number, and they are now either awaiting briefs and argument or have been submitted and Commissioners are at work on the preparation of opinions in same. In some valuations are being made and audits of books by the employees of the Commission, and on which the Commission has to wait by reason of the great volume of work being done by its limited office force.

### INFORMAL COMPLAINTS.

In the same period there have been filed with the Commission 231 informal complaints, of which 172 have been adjusted by correspondence, leaving but 59 still pending, the greater number of which will doubtless be adjusted in due course of time. Those not satisfied may lead to the filing of formal complaints and formal hearings held thereon.

### CONFERENCE RULINGS.

The Commission has caused to be published in circular form a compilation of their conclusions on various matters responding to

inquiries involving interpretations and constructions of law, designated as "Conference Rulings," and further publications will be made from time to time as the necessities require, that the public may not only have the Commission's views in the particular cases passed upon but also that the conclusions expressed may be regarded as precedents governing in matters of similar import.

### LEGAL DEPARTMENT.

The office force of this Department so far consists of the General Counsel to the Commission and one stenographer.

The Public Service Commission Law abolished the office of the Board of Railroad and Warehouse Commissioners of this State, and provided that their duties and powers in regard to public utilities should be performed by the Public Service Commission.

The members of the Board of Railroad and Warehouse Commissioners had been made defendants in a number of suits in the United States Courts, which at the time of the passage of the Public Service Commission Law were, and are now pending. Among these suits are the cases commonly known as the Missouri Rate Cases.

In the Missouri Rate Cases, each of the following railroads, The St. Louis & San Francisco Railroad Company, The Atchison, Topeka & Santa Fe Railway Company, The St. Louis & Southwestern Railway Company, The Chicago, Rock Island & Pacific Railway Company, The St. Louis, Kansas City & Colorado Railroad Company, The Kansas City Southern Railway Company, The St. Louis & Hannibal Railway Company, The Missouri Pacific Railway Company, The St. Louis, Iron Mountain & Southern Railway Company, The Missouri, Kansas & Texas Railway Company, The Quincy, Omaha & Kansas City Railroad Company, The Chicago, Burlington & Quincy Railroad Company, The Wabash Railroad Company, The St. Joseph & Grand Island Railway Company, The Chicago & Alton Railroad Company, filed a bill in equity in the United States Circuit Court at Kansas City, Missouri, on the 16th day of June, 1905, asking an injunction against the Railroad and Warehouse Commissioners and the Attorney-General of this State and certain shippers to restrain the enforcement of the penalties and provisions of the Act of the Legislature of April 14, 1905, which was enacted as Section 1195a, and fixed a maximum freight rate for undressed stone, crushed rock, sand, etc., and the Act of said Legislature of April 15, 1905, repealing Section 1194, Revised Statutes 1899, and which was

known as Sections 1194, 1194a and 1194b of the Missouri statutes, and which fixed maximum freight rates on carload shipments of certain commodities as classified under the laws of this State, including grain, live stock, etc., which laws took effect on the 16th day of June, 1905. Temporary injunctions were granted against the enforcement of said statutes.

**Laws of 1907:** And while the cases were so pending, the Legislature of this State in 1907 enacted a law fixing maximum passenger fares on roads exceeding forty-five miles in length at two cents per mile—the Act of February 27, 1907, providing penalties for its violation (Sec. 3232, R. S. 1909). On March 19, 1907, the Legislature repealed the Acts of 1905 against which temporary injunctions had been granted and enacted in lieu thereof Sections 1194, 1194a, 1194b and 1194c (Secs. 3241-3242-3243, R. S. 1909), fixing maximum freight rates on carload shipments and providing penalties for violation thereof. On March 19, 1907, the Legislature enacted a law, known as Section 1195a (Sec. 3246, R. S. 1909), fixing maximum freight rates on carload shipments of apples and other fruits and berries, providing a penalty for violation thereof. The Laws of 1907 took effect on the 14th day of June, 1907. Before the laws enacted in 1907 became effective, the railroads by supplemental bill, filed in each of the original suits on the 11th day of June, 1907, procured temporary injunctions against the enforcement of each and all of the above mentioned laws enacted in 1907. On June 17, 1907, Judge McPherson ordered the injunction dissolved as to the two cent per mile maximum passenger fare. Upon the trial of the cases Judge McPherson made the injunctions permanent against the enforcement of the laws regulating freight charges and the two cent passenger fare as asked by the railroads upon the grounds that the laws were unreasonable and confiscatory and did not afford railroads any fair or reasonable return upon the value of their property; that to comply with said laws would take property of the railroads without due process of law. These decrees in favor of the railroads were entered about the 17th day of April, 1909.

**Appeal to the Supreme Court:** Thereupon, the cases were appealed by the defendants to the Supreme Court of the United States, which Court entered judgment on the 16th day of June, 1913, in the cases instituted by thirteen of the railroads, reversing the decree of the trial judge with directions to dismiss the bill for an injunction upon the ground that the testimony did not show that the

rates of freight and passenger fares as fixed by the laws were confiscatory or took the property of the roads without due process of law. As to five of the railroads, to-wit, The Chicago & Great Western, The St. Louis & Hannibal, The Kansas City, Clinton & Springfield, The St. Joseph & Grand Island and The Quincy, Omaha & Kansas City Companies, the judgment of the trial court was affirmed with the modification that the defendants should have leave to appear at any time and show that the rates and fares were not confiscatory as to said railroads.

The mandate of the Supreme Court in the Rate Cases was filed in the office of the Clerk of the United States District Court on July 18, 1913. The Public Service Commission has been substituted as defendant in said cases in lieu of and as successor to the former Railroad and Warehouse Commissioners, and has filed a motion in said Court for an entry of the decrees in accordance with the mandate, and has also filed motions in the thirteen cases in which the defendants prevailed on the appeal to tax costs in favor of the defendants and against the complainant railroads in the sum of \$30,000. These motions are now pending in the United States District Court at Kansas City.

There is also pending in the United States District Court at Kansas City a number of other injunction suits against the former Railroad and Warehouse Commissioners, seeking to restrain various orders made by said Railroad and Warehouse Commissioners. The Public Service Commission as successor to the former Railroad and Warehouse Commissioners has undertaken to carry on the defense of these suits.

On the 10th day of March, 1913, the Board of Railroad and Warehouse Commissioners made an order requiring The Chicago, Burlington & Quincy Railroad Company to run and operate each way daily a passenger train in addition to the trains theretofore in operation on the Tarkio Valley Branch of said road between Corning and Westboro, near the Iowa-Missouri state line; and that said additional service should consist of a passenger train leaving Corning in the morning at such time as to make connection with said Company's train No. 7, due to arrive at Corning at nine o'clock a. m., and continue on and over said Tarkio Branch to Westboro, and returning in the afternoon at such hour as to make connection with main line trains at Corning in such manner as to give the people reasonable accommodation—said trains to consist of engine and

necessary equipment, including express, baggage and passenger cars.

The Chicago, Burlington & Quincy Railroad Company on April 5, thereafter, filed a bill in the United States District Court at Kansas City for an injunction against the Board of Railroad and Warehouse Commissioners and other defendants to restrain the enforcement of said order. The application for the temporary injunction was set for hearing on the 18th day of April, and on that day the complainant filed a supplemental bill making the Public Service Commission a party defendant, and also entered a stipulation, agreeing that the train required in said order should be put on its road and run for a period of six months and the cause was continued.

The said train is now being operated as required by the order of the Railroad and Warehouse Commissioners, and the case is now pending in the United States District Court at Kansas City.

In November, 1907, the former Board of Railroad and Warehouse Commissioners undertook to fix express rates which were to go into effect on January 15, 1908, and which rates were a substantial reduction of the rates then in force.

The express companies filed suits in the United States District Court at Kansas City to restrain the enforcement of the proposed new rates and a temporary injunction was issued in behalf of the following express companies, and against the Railroad and Warehouse Commissioners and others: United States Express Company, Pacific Express Company, Adams Express Company, American Express Company, Wells, Fargo & Company, and the Southern Express Company. These cases were referred to a Master for the taking of testimony and the testimony has been taken and the Master has filed his report and the cases are now pending in the United States District Court at Kansas City.

The following express companies have instituted suits by injunction to restrain orders of the Board of Railroad and Warehouse Commissioners prescribing free delivery limits in various cities and towns in this State: Wells, Fargo & Company, American Express Company, Adams Express Company, and United States Express Company. These cases are pending in the United States District Court at Kansas City.

There are also pending in the United States District Court at Kansas City injunction suits to restrain the enforcement of orders requiring certain train service by the Board of Railroad and Ware-

house Commissioners—said suits were instituted by The Chicago, Burlington & Quincy Railroad Company (two cases).

On August 28, 1911, the Board of Railroad and Warehouse Commissioners made an order fixing intrastate maximum rates on straight and mixed carloads of certain iron and steel commodities. This order was thereafter enjoined in the United States District Court at Kansas City by certain railroads and is still pending in that court.

### **RATE DEPARTMENT.**

**Organization:** The Rate Department supervises railroad, freight and passenger rates, express rates and pullman rates. At the present time the force consists of a Chief Rate Expert, one rate clerk and one stenographer.

This Department has in a way been in effect for many years under the former Board of Railroad and Warehouse Commissioners, but due to the limited jurisdiction of said Board and the lack of proper laws, the Department had never been properly organized, as it was unable to secure necessary tariffs and other documents to enable it to properly perform its work. The present laws give the Commission full authority and this Department can now be maintained at the highest standard, and will show results satisfactory to the shipping and transportation interests of the State.

**Tariffs:** This Department maintains a complete file of freight tariffs naming the rates between all points in the State of Missouri, to all points in the State of Missouri from points in other States and from all points in the State of Missouri to points in other States. This Department likewise carefully supervises all tariffs that are filed, and, when said tariffs contain advances or reductions in rates, information is promptly given the shipping interests of the State of such changes and advance rates, and due information relative to same is promptly furnished to the Commission for action relative to suspensions.

**Meetings:** This Department will be represented at all important traffic meetings where classifications are considered, and will at stated intervals meet with the rate departments of other States for a general interchange of information. Rate conditions constantly change and the factors entering into the making of a rate at this time will be so changed in the course of six to nine months that constant supervision is necessary for a rate department to keep posted upon the material factors entering into rate construction.

The employees of this Department are experienced men in rate work, of the highest standing, but it is necessary for them to keep posted on the changing conditions in the surrounding states as well as in Missouri in order to render to the people of Missouri and the Commission proper services.

**Information for the Commission:** This Department will check all exhibits relative to rate matters that are filed with the Commission, and will furnish to the Commission all pertinent rate information relative to cases pending before the Commission.

**Work Performed:** This Department was organized under the new Law on the 21st day of July, 1913, and its first work was the preparation of an order designating the form in which tariffs should be compiled and filed with the Commission. This was first issued in tentative form, and after conference between the Commission and representatives of the freight and passenger departments, General Order No. 2 was issued as Circular No. 4 on the 10th day of September, 1913.

This circular follows closely the rules laid down by the Interstate Commerce Commission so far as the formation of tariffs are concerned. The number of tariffs issued for state traffic is small as compared to the number of interstate tariffs, hence it is advisable that the general form of the state tariffs shall follow that of the interstate issues.

Circular No. 4 requires the filing by all railroads of powers of attorney and concurrences, authorizing the issuing of tariffs by agents and by other carriers. The circular does not require that these concurrences or powers of attorney be printed in the tariff as does the Interstate Commerce Commission circular as it is not considered necessary, as the information is valuable only to the Commission and as the Commission holds the issuing line responsible for tariffs issued by it applicable to, from or via connecting lines.

Circular No. 4 requires that all advances or reductions shall bear a uniform designating symbol and that the symbol shall be explained on each page of said tariff or circular upon which it appears, and it requires that at the time of filing said tariffs a statement shall accompany said tariffs showing the reasons for such advances or reductions, thus enabling this Department to furnish to the Commission without loss of time a statement relative to such advances and reductions, so that the Commission may pass upon the question of suspension.

Both the State and Interstate laws contemplate that tariffs shall be filed at stations at least thirty days prior to their effectiveness. The federal courts have held that the fact that such tariffs were not filed at stations thirty days in advance of effectiveness, but were filed with the Interstate Commerce Commission, would not void the issue; and, as the most important feature of the filing of tariffs is to enable the shipping public to know the rates, this decision has caused great hardship to be worked upon the shipping public. The Missouri law follows closely the wording of the Interstate law, and it was shown conclusively at the conference on Circular No. 4 that the supply of tariffs was often not printed in time to give twenty days' notice at stations; hence it would but follow that the thirty day clause could not be complied with.

Circular No. 4 cures this defect by requiring that copies to be filed with agents of the carriers shall be first distributed, and the copies to be filed with the Commission shall then be forwarded with a statement from the issuing officer to the effect that the full supply to be filed with agents has been forwarded. It is believed that this will cause tariffs to be filed at stations the full thirty days before effectiveness.

Section 31 of the Public Service Commission Law authorizes the Commission for good cause to permit the carriers to make rates effective on less than statutory notice. This has never been done in the case of an advanced rate, and is only done in the case of reduced rates where such reduction cannot work discrimination between shippers. Since July 21st, this Department has issued ninety-two authorities permitting tariffs to be filed on less than statutory notice.

Section 48 of the Public Service Commission Law authorizes the Commission to suspend any advance rate that may be filed pending a hearing. This power has been exercised by the Commission a number of times since July 31st.

In the first case the railroads attempted to levy a so-called "team track storage charge;" that is, that on cars set upon public team tracks for unloading, in addition to regular demurrage charges, extra charges would be assessed, after forty-eight hours, of \$1.00 for the first twenty-four hours, \$2.00 for the second twenty-four hours, etc.

In the second case the carriers attempted to withdraw from sale excess baggage books and to prohibit the using of said books which had been sold prior to the date of the cancellation. These



books are sold in denominations of \$12.50, \$20.00 and \$25.00 at a rebate, and the coupons are good for use any time within one year. These tariffs were suspended.

In the third case, the Frisco Railroad attempted to advance the rate on cord-wood to the statutory rate contained in Section 3241, R. S. 1909, but, it appearing to the Commission that contracts had been made upon the old basis and that the advance was unjust on its face, said tariff was suspended.

The last time the suspension has been invoked covers the case of agricultural implements. Section 3241, R. S. 1909, names a rate upon agricultural implements, furniture and wagons. The carriers published these commodity rates as outlined in the statute in July, but during the month of November, effective between December 20th and January 1st, respectively, the carriers have issued supplements to their tariffs providing that the rates upon agricultural implements should only apply upon shipments specified in Western Classification as agricultural implements taking Class A rates. This would eliminate from the agricultural implement rate, rakes, hoes, scythes, corn huskers, hand planters and, in fact, all agricultural implements that are commonly known as hand implements and leave in said classification only what is known as power agricultural implements.

**Inspection:** A representative of this Department has inspected the terminal facilities at St. Louis, Kansas City and St. Joseph, in order to be able to promptly furnish the Commission with information relative to any question of switching that may arise at these points.

**Form of Tariff Files:** A complete tariff scheme has been worked out in this Department. Tariffs are filed in vertical cases, size nine inches wide, twelve inches high by twenty-six inches long.

As more interstate than state tariffs are filed in the office of the Commission, it was necessary to install a system other than the use of the P. S. C. Mo. Nos. that appear upon all tariffs, and for proper working purposes it was necessary to file both state and interstate tariffs together. Two sets of tariffs are maintained. First a continuous P. S. C. Mo. tariff, which is maintained only for record purposes, the tariffs being filed in numerical order of P. S. C.'s of each road, and that file is at no time disturbed except for court or similar purposes.

A commodity tariff index is maintained with filing numbers assigned to each commodity. This register is a flat-opening ledger,

size eleven inches by eighteen inches and containing space for one hundred tariffs to a page. At the extreme left margin is the permanent file number by which each tariff is known in the office. Then follows a specific commodity description and a description of the application of the tariff as to purpose.

The balance of the page is divided into ruled lines, one for each important carrier in the State and three for the smaller carriers, and tariff numbers are shown under the respective lines headed. Thus, if it is desired to find a grain tariff, the book is opened at the general commodity "grain," and only that line containing the numbers of the road of the tariff that is desired is looked to; hence under the system it is possible to find any tariff by description in a moment's time. After being entered in this register the tariffs go to a supplement register where each supplement is registered as to the date of its receipt, the date of its effectiveness, etc.

A third file book is kept, known as a quick reference index. Each page is divided into ten parts, which are again equally subdivided and each road has one page assigned to it. All the tariffs of the given road ending in zero appear in the first column, with the Commission's file number appearing in the sub-division thereof; hence when a tariff is known by the railroad number it can be located at a glance. After being properly registered and supplement record taken, the tariff is put into the case in a standing position, sub-divided ten tariffs to a section, and at the time the new tariff or supplement is put in, the old tariff or supplement is worked into an adjoining case; hence a complete file for four years can be maintained in a very small space and all of said tariffs can be easily found at any time.

**Informal Complaints:** Since July 21st this Department has handled in excess of eight hundred complaints, approximately ninety-eight per cent. of same being disposed of informally. These complaints have embraced overcharges, loss and damage claims, train service, road crossings and condition of fences. The number of overcharge claims has been exceedingly high, as it has been found that more than seven of every ten expense bills that have been examined have been in error. This indicates the necessity for more careful checking of railroad accounts.

This Department found, as an example, that the Pullman Company was collecting from Jefferson City to Kansas City fifty cents in excess of the legal rate and had been collecting same for

many months. Had the auditing department of the Pullman Company made a careful check, this error would have been caught the first month and stopped. All concerned now understand the rates, and the error will not be found in the future.

This Department has checked all the current expense bills that have been referred to it so far, but this work cannot continue without a heavy increase in force. The checking of these expense bills is a very material factor, not only from the standpoint of the refunding of an overcharge in one instance, but the stopping of said overcharge in other instances.

It has been found that an error of a few cents on a single expense bill was a general error and had been continued for many months by the agent through error, and but for the action of the Commission in detecting same and having it called to his attention by his general official it would have continued for many months to come; hence, while the actual refund may be but twenty-five cents to fifty cents, or often but three cents, the volume of such overcharge in the course of a year runs up into large sums.

A complaint was filed with the Commission by a shipper from St. Louis on an overcharge on a shipment of ties. On inspection the Commission found that it was the impression of the railroad company that it was properly charging the rate in accordance with its published tariffs, and that the agent was acting under instructions of the company. The practice was in vogue at all points on the company's line, and said overcharges were amounting to from twelve to forty per cent. of the rates applicable.

**Interstate Rates:** This Department has not yet been able to make a thorough examination of the interstate rates, but from the inspection so far made it has developed that discrimination in interstate rates is quite common in this State.

One instance came to the attention of the Rate Department where the rate from Chicago on a shipment of fence wire in carloads was thirteen cents to a given point about three hundred miles from Chicago, while to a point fifteen miles south thereof the rate was twenty-two and one-half cents, or an advance of over eighty per cent. for an additional haul of fifteen miles. This was called to the attention of the president of the railroad and a promise of adjustment was promptly made.

Many through rates are in effect to Missouri from interstate points in so-called central freight association territory, but very few, if any, rates from so-called trunk line territory; and the

rates were made upon a combination of locals over the Mississippi River, thus destroying the theory of rate-making that the additional rates shall decrease as the mileage increases. Much work should be done upon this question in the next two years.

**Missouri Two Cent Passenger Law:** The following railroads in Missouri are now applying rates of two cents per mile for the transportation of passengers wholly between points within the State of Missouri where no interstate journey is performed: Atchison, Topeka & Santa Fe, Chicago & Alton, Chicago, Burlington & Quincy, Chicago, Milwaukee & St. Paul, Chicago, Rock Island & Pacific, Kansas City, Clinton & Springfield, Kansas City Southern, Mississippi River & Bonne Terre, Missouri, Kansas & Texas, Missouri Pacific, Missouri Southern, Quincy, Omaha & Kansas City, St. Louis, Iron Mountain & Southern, St. Louis & San Francisco, St. Louis Southern, Kansas City, Clay County & St. Joseph, and Wabash.

The Commission, at its conference on July 1, 1913, succeeded in getting the carriers to put the two cent rate and the maximum freight rate acts into effect in Missouri without waiting for the District Court to enter its decree dismissing the injunction, and but for this action of the Commission the two cent rate and the maximum freight rate acts would not yet be in effect in Missouri, as the Federal Court has not dismissed the injunction granted in this case.

At first the railroads were charging three cents per mile on trains and two cents per mile where tickets were purchased. This practice was disapproved by the Commission and the rate of two cents per mile now applies in Missouri.

Section 3234 R. S. 1909, provides that twelve and one-half per cent. of the current passenger charge shall be assessed as the rate per one hundred pounds on baggage in excess of one hundred and fifty pounds.

It was the contention of the carriers that this was twelve and one-half per cent. of the three cent fare, but after conference with the Commission and the issuance of a conference ruling by the Commission the carriers reduced their charges to twelve and one-half per cent. of the two cent fare, and this is now applicable in the State of Missouri.

**Interstate Fares:** Much inconvenience and trouble has been experienced by the traveling public of Missouri on account of the carriers' failing to use the two cent passenger fare in the State of

Missouri as a basis for interstate rates. The fare in Illinois, Iowa, Kansas, Oklahoma and Arkansas is two cents per mile, the same as applicable in Missouri, but on a journey from a point in Missouri to a point in Oklahoma the carriers will charge for a through ticket a rate based on two and one-half cents or three cents, depending upon their practices, per mile for that portion of the travel in Missouri, two cents per mile in Kansas and three cents per mile in Oklahoma. By buying tickets to State line points, passengers can prevent this unjust charge.

This matter was formally presented to the Interstate Commerce Commission some time ago, and the matter is pending at this time before that Commission.

**Express Rates:** Effective May 1st, 1905, the Board of Railroad and Warehouse Commissioners issued "Maximum Express Rates for Missouri." These rates were observed by the express companies and tariffs printed accordingly, and remained in effect until January 15th, 1908, when the Board of Railroad and Warehouse Commissioners issued a new order to replace and set aside the one of May 1st, 1905.

This last order was enjoined by the express companies and the old rates continued in full force and effect, and this injunction is now pending in the courts, leaving the old rates in effect.

Effective February 1st, 1914, a new set of express rates will become effective on interstate traffic, and in order to avoid confusion as between state and interstate rates a conference was called by the National Association of Railroad Commissioners to meet in Chicago on December 11th to arrange some basis for the adoption of the interstate scheme on state application.

This Department was represented at that meeting and full discussion of the subject was had, and a sub-committee of ten, consisting of two representatives of each zone, was appointed to work out a basis for the use of the interstate scheme on state shipments. This Department is represented on the sub-committee, its representative being Secretary thereof.

The interstate scheme divides the United States into blocks bounded by one degree of latitude and one degree of longitude. The United States is again divided into five zones known as traffic density zones. The first zone includes all territory east of the Mississippi River and north of a line approximately the Mason and Dixon line. The second zone is that territory east of the Mis-

Mississippi River and south of the above described line. Zone three is west of the Mississippi River to and including the 105th parallel; the fourth zone is west of the 105th parallel to the Pacific Coast states; and the Pacific Coast states constitute the fifth zone.

It will thus be seen that, on account of the peculiar formation of these zone lines taking in blocks, Missouri is in zones one, two and three, and as each of these zones take a different base rate on account of the average density of traffic therein, it causes a very peculiar condition in Missouri.

After the conference at Chicago this Department has devoted considerable time to working up data showing the effect of these rates on Missouri traffic, and it is found that the new basis, if adopted in Missouri, will cause material reduction on packages weighing less than 50 pounds, about an even break between 50 and 80 pounds, and advances on packages weighing from 80 pounds up.

To show the effect of this basis, the rate is figured from St. Louis to every town served by the United States Express Company in Missouri, and a theory was used that 21 packages would be shipped from St. Louis to each of these towns weighing 1 pound to 20 pounds respectively and 100 pounds. The investigations in the past have indicated that about 70% of all packages shipped will weigh 20 pounds and less, hence this basis was used. Under the present rates existing in Missouri, 20 packages weighing 1 pound to 20 pounds respectively from St. Louis to each of the towns on the United States Express Company doing business of \$100.00 per month or more, would net the Express Company \$520.40; while under the new basis it would net the Express Company \$351.26, or a reduction of \$169.14—approximately 30%. On 20 packages weighing 100 pounds each the charges would increase from \$63.45 to \$69.10, amounting to \$5.65, or approximately 8%. If 70% of the shipments weigh less than 20 pounds, and only 6% of the shipments weigh 100 pounds or more, it naturally follows that this basis applied to Missouri will result in a considerable saving.

The same basis was used for the Adams Express Company, and on 1 to 20 pounds the revenue decreases from \$453.20 to \$284.77. Adams Express from Kansas City reduces from \$355.40 to \$240.69. The American Express from St. Louis reduces from \$233.20 to \$164.07, and the American Express Company from Kansas City reduces from \$239.15 to \$150.90.

It is evident that the average package is small as indicated by the revenue secured at the different offices divided by the total number of packages. As an example, the town of Barnhart handled 1829 packages with a total receipt of \$243.36. The town of Crescent handled 1183 packages with total receipt of \$213.75. The total number of packages handled at the stations of the United States Express Company in excess of \$100.00 worth of business during the month of March, 1913, was 38,953 and the total amount of revenue received was \$14,031.68, thus showing an average charge of approximately 39¢ per package. The average revenue is 60¢ for 100 pounds, and the above figures include all general specials, merchandise and all valued commodities such as money, etc. General specials as a rule carry a minimum charge of 35¢ and it is seldom that the weight does not go in excess of these figures; hence, from the above, it would appear that the average merchandise shipment carries a revenue of approximately 30 to 32 cents. This would mean in Missouri a weight not in excess of 16 pounds.

The interstate scheme divides each block into sub-blocks, which are used only for adjacent blocks. In zone three the minimum charge under the interstate scale is 70¢ per 100 pounds, and as the next rate advances 25¢, the Commission sub-divides into blocks so that the advance may be more prolonged for short distances. Under the revised scale as submitted by the Sub-committee of the National Association to the various states for their examination, the minimum charge in zone three is 55¢ working up to \$1.15 at the extreme sub-block in the adjacent blocks diagonally north-east, north-west, south-east and south-west, thence using the interstate scheme for blocks to blocks.

This scheme is to some extent based like the parcel post, the main difference being that the parcel post advances by circles while the interstate rates advance by blocks or squares, and this naturally results in a lower rate via parcel post than via express, as the Commission does not permit the cutting of blocks diagonally but requires that blocks be cut at right angles. Under the parcel post scheme, using Kansas City as a center, this being block 1031, a circle that would intersect Moberly in block 1033 would intersect Boonville in block 1133 and both would be in the same rate zone center; but under the interstate scale Boonville would take a higher rate than Moberly, although Boonville's actual railroad distance from Kansas City is less than Moberly's, but Moberly would

be in the third block, that is 1031, 1032, 1033 and it would then be necessary to turn at a right angle and cut 1034 to secure Boonville.

There are numerous objections to this scheme and when it becomes effective many complaints will be made until the public is familiar with the scheme. For example, the rate will be the same from St. Louis to Nelson on the river route of the Missouri Pacific as it is to Osceola in St. Clair county, but the actual railroad haul will be approximately eighty-seven miles further to Osceola than to Nelson.

In order that some figures may be made by the public on these express rates before they become effective the Commission made public the following data:

When 10 pounds is spoken of it means 10 packages weighing 1 to 10 pounds respectively and the charge totaled on same; and when 20 pounds is used it means 20 packages weighing from 1 to 20 pounds respectively, etc., with the charges totaled thereon.

Under the present 75¢ per hundred rate and the proposed \$1.25 per hundred rate, some figures are shown which will give an indication of the reduction in small packages and the advance on large packages. This means that where the rate today is 75¢ under the present graduate, if it were raised to \$1.25 under the new graduate, the charges would be as shown:

Lbs.	Present \$.75	Proposed \$1.25
10 . . . . .	\$3.40 . . . . .	\$2.56
20 . . . . .	7.40 . . . . .	6.21
30 . . . . .	12.15 . . . . .	10.86
50 . . . . .	23.40 . . . . .	23.36
75 . . . . .	41.40 . . . . .	44.91
100 . . . . .	60.15 . . . . .	73.01

Thus it will be seen that no advances will occur up to 50 pounds, and only a slight advance up to 75 pounds; while an advance of  $66\frac{2}{3}\%$  actually occurs on a 100 pound package. There will be no place in the State where the rate will be raised from 75¢ to \$1.25. There will be a few rates raised from 30¢ to 55¢ and all rates below 55¢ will be raised to that figure.

A general discussion of these rates will take place at Chicago by the representative states in zones one and three, on January 5th and 6th. An employee of this Department will represent the Commission at that time, and it is hoped that a basis for state application can be reached soon thereafter.

**Existing Freight Rates:** Freight rates in Missouri today are of three classes.



First, rates promulgated by virtue of legislative enactment.

Second, rates promulgated by virtue of decisions of the Board of Railroad and Warehouse Commissioners and the Public Service Commission of Missouri.

Third, voluntary rates of the carriers.

In discussing freight rates, all rules, regulations and requirements which govern the movement of freight tariffs will be considered as "freight rates."

**Statutory Rates:** Various sections of the Revised Statutes of Missouri, 1909, cover questions relative to the transportation of freight. These statutes have been enacted from time to time by the Legislature and may be readily found by an examination of the statutes.

**Commission-Made Rates:** The second class of rates are those named by the former Board of Railroad and Warehouse Commissioners, and are known as "Maximum Freight Schedule No. 1," with Supplements 1, 2, 4, 5, 7, 9 and 10. These cover rates on classes as governed by the approved western classification, also upon the following commodities: grain other than wheat and corn, salt, hard and soft coal, mill logs, petroleum oil and its products, blasting powder for movement of less than thirty-five miles, and bar iron from St. Louis to Springfield.

**Voluntary Rates:** These are rates that have been put in by the railroads at various times, and are in every instance lower than the statutory or Commission rates.

**Recent Rate Litigation:** The two cent fare law, together with Sections 3240 and 3241, R. S. 1909, which named rates on live stock, all grain in carload, flour, lime, salt, cement, etc., lumber, laths and shingles, agricultural implements, furniture, wagons, brick, sandstone, railroad ties, cord-wood, etc., were enjoined by the railroads in the United States Courts. These cases were tried before a Master and the Court, and upon the injunctions being made permanent, appeal was taken to the Supreme Court of the United States. That Court decided that the injunctions were wrongfully issued, and on July 2nd, 1913, the railroads in Missouri subject to said two cent fare notified their agents to sell tickets at said legal rate of two cents per mile, and on the 12th day of July, 1913, made effective tariffs carrying out the provisions of Sections 3240 and 3241, R. S. 1909, relative to freight rates.

### ENGINEERING DEPARTMENT.

This Department consists of a Chief Engineer, four assistant engineers and one stenographer. The duties of the Engineering Department consist of:

1. Appraisal of property of steam railroads, electric railroads, express companies, electric utilities, water utilities, gas utilities, telephone utilities, telegraph companies and heating utilities for use as a basis for rate-making, or for accounting and capitalization. The appraisal may also serve as a basis for taxation.

2. Investigation of accidents on steam and electric railways resulting in injury or death.

3. Protection, alteration and elimination of grade crossings.

4. Investigation of safety and adequacy of service rendered by steam and electric railways.

5. Investigation of sanitary condition and adequacy of depots.

6. Investigation of adequacy of service rendered by any public service utility.

7. Investigation to determine necessity and safety of switch track and side track connections.

**Appraisal of Properties of Public Utilities:** As previously stated, appraisals of public utility property are made for use as a basis for rate-making, capitalization, taxation or accounting.

The courts hold that the investor is entitled to a reasonable return on a fair value of the property used and useful in rendering service to the public.

The fair value of property used to serve the public is generally based upon an appraisal of the property.

Until recently public utilities were permitted to issue an unlimited amount of securities for any reason that served their own interests. The result has been over-capitalization, resulting in loss to investors, discredit to the properties, poor service and high rates to the consumer.

Since the utility is entitled to a reasonable return on a fair value of its property, capitalization should not exceed fair value of the property, so that fair return on the property will bear the proper relation to the return on capitalization.

Almost all Commissions authorized to pass on and approve stock and bond issues by the utilities under their control order appraisals in order to determine the proper capitalization.

It often becomes necessary to appraise property for use as a

basis for opening accounts. As a matter of fact, no system of accounts is of any great value until after an appraisal has been made and the book plant account properly adjusted.

To expedite the appraisal work, forms have been designed for the classification and assembling of the inventory items. These forms bring about a saving of time, a systematic arrangement of the work, and a minimum of omissions. Forms have been adopted for use in the valuation of steam and electric railway property and for electric utility property. Other forms will be designed when conditions demand the use of same.

An appraisal of the property of the Kirksville Light, Power and Ice Company has been completed. Preparations are being made for the appraisal of the properties of four steam railroads, one electric railway, two electric utilities, and two telephone utilities.

**Investigation of Accidents on Steam and Electric Railways:** Steam and electric railways are required to wire immediate reports of accidents.

These messages are followed by detailed report of accident on Form 4. At the end of each month a summary of all accidents that occurred during that month is filed with the Commission on Form 5.

A careful investigation is made of all wrecks and accidents resulting in serious injury or death. The purpose of these investigations is to determine the cause and to apply corrective measures rather than to fix the blame.

**Protection, Alteration and Elimination of Grade Crossings:** The protection and elimination of grade crossings is a matter in which the public and the railroads are both vitally interested.

The most reasonable method of improving a grade crossing can only be determined from a study of the physical conditions surrounding the crossing, the amount and character of the traffic on the highway and on the railway, and the financial condition of the town, village or city and the railroad company.

The most common methods of protecting traffic at highway crossings are:

1. By an electric bell, with or without a light for night indication.
2. By flagman.
3. By gates.
4. By change of location.
5. By elimination.

Crossing elimination has been delayed in many instances by the failure of the cities and the railroad companies to agree upon the general plan for the elimination and upon the apportionment of cost.

The apportionment of cost is the great question in grade crossing elimination work. The Public Service Commission Law gives the Public Service Commission of Missouri the exclusive power to determine and prescribe the terms on which such separation shall be made and the proportion in which the expense of alteration or abolition of such crossings or the separation of such grades shall be divided between the railroad or street railroad corporations affected, or between such corporations and the State, county, municipality or other public authority in interest.

As a result of investigations by the Commission's Engineering Staff, the railroads have agreed to protect 22 crossings in St. Joseph, 27 crossings in St. Louis, and 12 crossings scattered throughout the State. Studies are now being made for the elimination of 18 grade crossings in St. Louis, one in Kansas City and several in St. Joseph.

**Investigation of Safety and Adequacy of Service Rendered by Steam and Electric Railways:** Sections 43 and 45 of the Public Service Commission Law provide for the general supervision of the adequacy, security and accommodation of service offered by the common carriers.

Security of service is a matter that requires constant investigation. The annual loss of life in the United States as a result of railroad wrecks is enormous. A great many of these wrecks have been caused by attempting to operate tracks beyond their capacity, by lack of proper block-signal systems, failure of employees to observe signals on flag trains, failure of the management to keep roadbed in good maintenance, and sometimes by the failure of the management to enforce operating rules.

The Interstate Commerce Commission's accident bulletin for the quarter ending June 30, 1913, shows that, as compared with returns of the corresponding quarter of 1912, there was a total increase of 140 in the number of persons killed, and 8,283 in the number injured in railroad accidents of all kinds in the United States. There was an increase of 124 in the number of train accidents.

Defective roadway and defective equipment together caused more than 39 per cent. of all derailments reported.

The total number of casualties in all classes of accidents, inci-

dent to railroad operation during the quarter, was 2,535 killed and 49,011 injured.

The total number of collisions and derailments reported for the quarter was 3,596, of which 148 collisions and 202 derailments affected passenger trains. The financial damage caused by the accidents was \$3,234,289.

The above results are sufficient proof of the necessity of investigation of the security of service rendered. The railroads realize that something must be done to prevent accidents, and they have organized safety committees, made up of a member from each department on each division. The division superintendent is usually appointed chairman.

**Inspection of Railroads:** A rigid inspection will be made of roadbed, signal systems and operating methods of all railroads in the State.

Loose operating methods, failure to flag trains and to make full stops at unprotected railway crossings are conditions that will not be tolerated.

The annual inspection of the steam and electric railroads of Missouri is made for the purpose of determining whether the general condition of the same is such as to give safe and adequate service to the traveling public.

Section 43 of the Public Service Commission Law provides, in part, as follows:

"The Commission shall have power, either through its members, or responsible engineers or inspectors duly authorized by it, to enter in and upon and to inspect the property, equipment, buildings, plants, factories, power houses and offices of any of such corporations or persons, including the right for such inspection purpose to ride upon any freight locomotive or train or any passenger locomotive or train while in service; and to have upon reasonable notice the use of an \* \* \* inspection car for a physical inspection once annually of all the lines and stations of each common carrier under its supervision."

Acting in accordance with the provisions of said section, the Commission arranged inspection schedules, showing the proposed dates of inspection and location and amount of track to be inspected each day. These schedules, together with a request for the use of a special inspection car or locomotive, were submitted to the respective railroads.

These inspections were made by one of the members of this Commission, accompanied by an engineer of the Commission and engineers and operating officials of the railroads. One of the greatest advantages of the annual inspection of railroads is that the Commission and the operating officials and engineers of the railroads

are brought together and can discuss and agree upon corrective measures for necessary improvements.

The method of making these inspections was to have an inspection car pushed in front of the engine at an average speed of about 20 miles an hour, the inspection being made from the observation platform of the car. In cases where complaints had been made to the Commission of the condition of the track, or where it appeared to require closer inspection, the train was stopped and the inspection made on foot. In connection with these inspections a circular letter was prepared by the Commission and sent out to all railroad companies operating in the State. This circular, comprising in all 23 questions, called upon the railroads to furnish a concise statement of the physical condition of their tracks, giving, for example, the weight and type of rail and the date laid, the number of cross-ties per mile, the class of ballast and the amount used, etc. The physical condition of the bridges is also brought out, together with the date built, the loading originally designed for in comparison with the load now in service. The companies are also required to show their facilities for conducting their business in an efficient manner. Having this information beforehand, the Commission is able to make a much more thorough and intelligent inspection, as they gain a general idea of the condition of each company's property and know what conditions require their particular attention. If, for example, a road reports that on a certain section it has 20 miles of 60-pound rail laid in 1886, this piece of track will receive particular attention on the inspection; or, if another company shows that it has a bridge carrying loads heavier than originally designed for, the physical condition of this bridge will be examined when making the inspection and if it then appears necessary the Engineering Department of the Commission is called upon to make a complete investigation and report. The Engineering Department now has several bridges upon which to make a report to the Commission.

The right-of-way was carefully inspected for the purpose of ascertaining whether the railroad laws of the State were being complied with in regard to the fencing of the company's property, ditches and drains, cleaning and burning of all dead or dry vegetation; and if such laws were not being observed, a letter was addressed to the company's officials calling attention to such cases and requesting that the law be complied with within a reasonable time. All highway grade crossings were inspected for the purpose of as-

certaining their safety and also as to whether the State law was being complied with as regards crossing planks. In cases where the crossing was considered dangerous, photographs were taken for future reference, and the question of protection discussed with the officials of the road. In some cases protection in the shape of electric alarm bells was agreed upon on the ground, and where this was not possible a report on the condition of the crossing was made to the railroad company with recommendation for protection.

Should the company not consider such protection necessary, the Commission will set a date for a hearing and fully investigate the conditions before making an order. In many cases it was found that the safety of the crossing could be considerably improved by removing high ground or cutting down trees obstructing the view of approaching trains.

The Commission requires all railroad companies to make full and complete accident reports, and where accidents have occurred on grade crossings, such crossings were thoroughly inspected, and it was seen that, where a crossing was not protected by interlocking plant, stop boards were in proper position requiring all trains approaching the crossing to come to a dead stop as required by the railroad laws of the State. If this method of protection did not appear adequate, the question of ordering an interlocking plant was fully investigated.

In addition to the inspection of track and right-of-way, stops were made at all depots, which were thoroughly inspected as to the facilities and accommodations afforded the general public, and also for the purpose of ascertaining if the railroad laws of the State were being complied with.

Owing to the fact that the Commission has only been in existence since April and the work of organizing the nucleus of the Engineering Department was not completed until September, the work of inspection could not be started until late in the Fall and it was found impossible on account of weather conditions to make an inspection of all the mileage in the State, which amounts to 11,279. (This does not include electric systems.) Of this mileage, the following was inspected:

	Miles.
Atchison, Topeka & Santa Fe.....	202
Chicago & Alton.....	213
Chicago, Burlington & Quincy.....	441
Missouri, Kansas & Texas.....	329
Missouri Pacific .....	434
St. Louis & Iron Mountain.....	338

St. Louis & San Francisco.....	980
Wabash .....	277
Chicago, Rock Island & Pacific.....	298
St. Joseph, Kansas City & Clay County.....	81
Total.....	3,533

The report on the Missouri Pacific Railway has been completed and made public, and the reports on the other roads are now being worked up and will shortly be made public.

As a result of the inspections made, about 50 track miles of rail are being relaid, crossing protection has been recommended in the case of 32 crossings, crossing plank and grading of approaches in a number of cases ordered completed. A large amount of ballasting and draining has also been recommended. Increased facilities at depots in a number of cases have also been obtained. Next year it is the intention of the Commission to inspect all mileage in the State.

In making all inspections, the transportation expenses of the Commission are paid as required under the Public Service Commission Law.

The overcrowding and insanitary conditions of passenger trains are conditions that will be investigated and corrected.

Forms have been adopted for use of the members of the Commission's staff in noting:

1. Running schedule and failure to make same.
2. Adequacy of train equipment, condition of cars and toilet.
3. Train employees.
  - (a) Manner in which engineer handles train.
  - (b) Treatment of passengers.
  - (c) Number of brakemen and flagmen.
  - (d) Calling stations.
  - (e) Guarding rear end.
4. Care at railroad crossings.
5. Junction connections.

At the end of each month a summary of these reports will be forwarded to the general managers of the different railroads. These reports will contain much information that the railroads will be glad to obtain. It is expected that they will extend their hearty co-operation in applying necessary corrective measures.

**Investigation of Sanitary Condition and Adequacy of Depots:**  
The sanitary condition of depots will be thoroughly investigated. Unsatisfactory conditions will be called to the attention of the railway officials for correction.



Filthy floors and toilets are nuisances that must be eliminated.

When toilets are outside, notice should be placed in conspicuous places that the key to same can be had by applying to the agent.

Every station should be equipped with two toilets, one for men and one for women.

Fresh water should be supplied for drinking purposes at each depot at least once each day. In a city where there is a water system, running water should be placed in the depot.

Warm, clean and ample waiting room space must be provided for passengers.

It has been observed that many station agents have failed to correctly record the time of arrival of trains on the bulletin boards. This failure to properly record time of arrival of trains often results in serious inconvenience to the traveling public.

It has also been observed that many station agents are not prompt in answering telephone calls.

The railroads should improve the sanitary conditions of the toilets provided for shopmen, roundhouse men, etc., and insist that they be kept in a safe and healthy condition.

Every effort will be made by the Engineering Department in noting unsatisfactory conditions and suggesting necessary corrective measures.

**Investigation of the Adequacy of Service Rendered by any Public Utility:** The adequacy of service rendered by telephone utilities, electric utilities, water utilities, gas utilities, heating utilities and electric railways is a matter for investigation by the Engineering Department.

An investigation of the quantity and quality of the water supply of Sedalia was made recently. Judging from the results of this investigation, it is considered advisable that the Commission solicit the co-operation of the State Board of Health and the University of Missouri in the work of analyzing water samples. Many of the cities of Missouri are being supplied with drinking water from creeks and rivers subject to pollution.

Every effort should be made to give every city a safe water supply. Where water is shown to be consistently unsafe, there should be no hesitation in ordering chemical treatment or filtration. It is considered that much can be accomplished by co-operation between the Commission, the State Board of Health and the University of Missouri in reducing the typhoid death rate.

The adequacy of service that is most frequently questioned is that rendered by the street railway companies.

Routing of cars, headway, speed, location of stops, type of car, heating and ventilation are all problems for engineering investigation.

**Investigation to Determine Necessity and Safety of Switch and Side Track Connections:** Section 28 of the Public Service Commission Law provides for switch connection upon reasonable terms, provided such switch connection is reasonably practicable, can be put in with safety and the business therefor is sufficient to justify the same.

The practicability, safety, cost and necessity of such switch connections are engineering problems. Before placing a switch in main line and proposed siding, topographical conditions, drainage, speed of main line traffic, and method of controlling trains are all matters for careful investigation.

**General:** The Engineering Department has not been fully organized, having been in existence only since September 15th. One more Assistant Engineer will be required to assist in carrying on the work now before the Commission. It will be necessary from time to time to employ assistants temporarily in order to expedite the work.

**Signal Work:** The principal duties of the Signal Engineer are the inspection of interlocking plants, automatic and other block signals, and highway grade crossing protection. The term inspection is here used in its broadest sense, in that this inspection is to commence with the approval of plans for any new work and to continue thereafter as long as the apparatus remains in service.

In order that there might be a standard to work to, it seemed desirable to formulate a set of rules governing the construction, maintenance and operation of interlocking plants, automatic signals and highway crossing protection. For convenience and to be able to get action on at least some part of these rules, it was deemed expedient to handle these matters separately; and that of interlocking plants was considered first.

At a public hearing, at which approximately ninety per cent. of the railroad mileage of the State was represented by their signal and other engineers, it was decided to adopt the rules that are now in force in Wisconsin, Minnesota, Illinois and Indiana, covering the construction, operation and maintenance of interlocking plants.

The interlocking report form used by Illinois was also adopted.

This form has been used by Illinois for several years and answers the purpose very nicely. It was also shown that it would be a very material benefit to the railroads which operate in both States, some of them the same train division, to have a uniform method of making these reports.

As for the rules themselves, it was the sense of those at the hearing that they could have some minor changes made in them that would be of benefit, but as these rules were formulated by the Commissions and Engineers of the States named, in conjunction with the various railroads operating in these States, and as they have been in use for several months, it was thought advisable, for the sake of uniformity, to adopt them.

Rules governing the construction, maintenance and operation of automatic block signals have been put in a tentative form. This subject is also under consideration by the States before mentioned, and a joint meeting is soon to be held to try and put them in permanent form so that they may be submitted to the various Commissions for adoption.

In the matter of rules covering highway crossing protection, it was decided that Rules XII and XIII of "Rules of Practice and Procedure and Forms Governing Matters Before the Commission," as far as they are applicable, supplemented by a circular letter addressed to all railroads and street railways, would amply cover the conditions, and this has been done.

As a matter of record, and so that the Commission may be fully posted in regard to signaling in Missouri, General Order No. 11 was issued. This order covers Block-Signal, Interlocking and Train-Order Statistics, and it is accompanied by four forms on which the desired information is to be shown. The railroads compile similar information for the Interstate Commerce Commission, but it of course covers the various systems as a whole and is of no material benefit to this Commission.

To enable the Commission to become better acquainted with the operating conditions, it has issued a circular letter addressed to all the railroads and street railroads, requesting that they submit to the Commission a copy of their transportation department rules. Upon receipt of these rules, they will be gone over, and anything that is not considered up to standard or safe practice will immediately be taken up with the operating officials of the roads in question. It is hoped that ultimately all the roads of a like class will operate under a uniform set of rules.

## DEPARTMENT OF STATISTICS AND ACCOUNTS.

This Department is composed of a Chief Accountant, three assistant accountants and one stenographer. The force will have to be increased from time to time as the work goes forward.

**Audits:** This Department has completed and filed with the Commission reports on the Springfield Gas and Electric Company and the Kirksville Light, Power and Ice Company, and is at the present time engaged on an audit of the Mississippi River and Bonne Terre Railroad Company.

The investigation of the Springfield Gas and Electric Company consisted of a balance sheet audit as at June 30, 1913, and a comparative profit and loss account for the three years ending that date.

The report on the Kirksville, Light, Power and Ice Company consisted of a balance sheet audit as at April 30, 1913, and a comparative profit and loss account as at that date.

The reason for the investigation of both of the above named companies was due to a complaint of excessive rates being charged.

The audit of the Mississippi River and Bonne Terre Railroad Company is being made with a view of ascertaining if the company is operating its passenger department at a loss. Their contention is that they cannot profitably operate under the two cent passenger rate.

Owing to the nature of the application and in view of the importance of the case, the Department is making a detailed examination of all operating expenses for the past year and classifying same as specified by the Interstate Commerce Commission.

**Uniform System of Accounts:** This Department has devoted considerable time to the study of uniform classification of accounts adopted by other state commissions and has completed a system of accounts and forms for annual reports for Gas, Electric, Heating, Water, Telephone and Street Railway Companies.

These forms are now in the hands of the printer and tentative drafts will be sent to the various utilities for criticisms and suggestions. Public hearings will be held by the Commission before the same are adopted.

**Principal Purposes of Accounting Systems:** In the preparation of the systems to be used, the Department has borne in mind the fact that the records of all companies should be classified and

kept in such a manner as to reflect at all times their actual financial condition. The result of the creation of such a system will be beneficial to the public, to the company manager, to the prospective investor and to the holders of stocks and bonds.

The manager will be in a position to prove to a consumer that he is not being overcharged for the services rendered. A consumer may insist upon improved service and the manager will be in a position to show that he is receiving the best service that the existing rates will justify and that an increased charge will be necessary to cover the expenditure incident to the improved service required.

The general public is interested in knowing the results of the operations of public utilities which are operated for their benefit, and as payers of the rates they are anxious to know if the rates paid to the company should be increased or decreased.

The prospective investor is interested to know the condition of the company to determine the advisability of investing. If the company's records are not kept in a manner that will show the actual conditions, he will have to be guided by the advice of stockholders, officers or directors, who themselves can only surmise the actual situation. If the actual facts are not displayed by the records, his judgment of the opinions of others may not prove correct, and the uncertainty thereby introduced not only tends to prevent the investor from putting money into the securities of public service companies, but makes it difficult for these companies to secure the necessary funds with which to develop their plants. Further, the efficient and progressive company is apt to be classed with the non-efficient and badly managed company. The former suffers because of the misdeeds of the latter and causes a condition to exist which is unfair and injurious to the companies as a whole.

The bondholders and stockholders, having put their money into the company, are entitled to know the results of the operations and the actual details of the company's financial transactions. It is a fact that not infrequently the holders of securities have been kept in ignorance of the important matters of their own company. They are unable to prosecute the managers or directors for the improper use of the funds of the company or reward efficient management or distinguish between efficiency and deficiency unless there are accurate reports prepared to reveal the actual facts.

The systems which the Commission has drafted will show accurately the actual conditions from an accounting standpoint, and the forms of annual reports include only information for the Com-

mission, which should also be furnished to the directors, stockholders and bondholders of the company.

These accounts and forms set out clearly the quantity and value of sales, the production costs, transmission and distribution expenses and general and administrative expenditures. The average cost per unit will be shown as compared with the various classes of expenditures and net profit on operations. Income and expenditures from transactions which do not pertain to the actual operations of the company are shown separately.

It is only through such a system of accounts and forms that the management can ascertain the cost of performing each separate and distinct function and be able to discern whether there is unnecessary waste or whether greater economy can be secured by more attention to special features.

By adopting such a uniform system of accounts, comparisons can be made between cities and towns of an equal population which will result in stimulating efficient and economical operation.

The fundamental principles according to which accounts should be kept, so as to record the actual financial transactions of a company during the year, require that a system be adopted which shall secure in each year's accounts the inclusion of the proper portion of the fixed capital consumed during the year.

The danger on the one hand is that a sufficient amount will not be expended or set aside to keep the property of the company up to the proper standard. It is not an infrequent occurrence for managers and directors, in order to pay big dividends, to cause a large book profit to appear by neglecting repairs and renewals or by failing to charge off sufficient depreciation. The virtual effect of such a policy is to hand each stockholder year by year a small portion of the *plant* in dividends.

Under conscientious management, operating costs will vary from year to year according to the amount of reconstruction necessary, and if the records are not kept in a manner to show the actual result of the operations there can be no certainty about the opinion of the directors as to the proper handling of the company's finances; whereas, if the records show plainly what has been done, the manager will be in a position to show that he has performed his duty and the directors will be thoroughly familiar with the exact conditions. In case a manager is not economical, it will be an easy matter for the directors to ascertain the fact and prevent further extravagance. Another danger which will be to a great extent

prevented is that an undue amount be taken out of earnings and spent upon the plant, either in the form of extensions or repairs and replacements.

In this case, provided that the capital invested receives a fair return, it is the consumer who suffers, for he has been charged without his leave to provide capital for the company without receiving in return either stocks or bonds. To guard against the possible over-statement of the operating costs, it is necessary to provide that extensions and improvements of the property should be charged to capital and not to operating expenses. To cover the above point, the Commission has specified in the classifications of accounts the exact items chargeable to each account. Unless such additions to capital assets are shown in the capital accounts, they may be carried in the form of a secret reserve and later be distributed in the form of stock dividends.

The primary purpose of the system of accounts and annual reports is to insure the correct recording of the capital invested and the cost of operation.

**Depreciation Fund:** The companies are required to include in each year's operating costs a sufficient reserve for depreciation to cover that part of the life of the plant which has expired during the year.

The deterioration of capital invested in a machine is just as much a part of the expense of operation as is the cost of material consumed, and it would be just as false accounting to reckon the profits before charging to the cost of operation the materials consumed, as to do so before charging the value of life of the machinery consumed during the year.

**Depreciation of Capital:** The accounting systems specify that all entries in capital accounts shall be clearly shown in order to be able to identify each item, and the actual money cost shall be given.

Each utility is required to file with the Commission a copy of the rules according to which the amount of depreciation is computed and a sworn statement of the facts, stating expert opinions and estimates upon which such rules are based.

**Discounts on Securities Issued:** All discounts and commissions upon securities and other commercial paper should not be charged to capital, but should be charged to unextinguished debt discount and expense. To this account should also be charged all expense in connection with the sale and issue of securities, such as

fees for drafting mortgages or trust deeds, fees and taxes for recording mortgages and trust deeds, cost of engraving and printing bonds, certificates of indebtedness and other commercial paper, commissions to brokers for marketing same and fees paid to trustees as specified in the mortgages and trust deeds.

During each fiscal period there should be written off to extinguished debt discount and expense such proportion of the amount as is applicable to the period. The amount must be sufficient to completely extinguish these expenses by the time the debt matures.

**Capitalization of Franchises:** This account should be charged with the actual amount paid to the State or municipality for franchises, exclusive of taxes or other annual charges.

At the close of each fiscal period such portion of the value of the franchise life as has been consumed during the year should be written off and should be considered the same as rental. The portion to be written off should be sufficient to extinguish the asset account during the life of the franchise.

**Effect of the Requirements of Proper Classification of Accounts:** The capital amount will represent the actual value of the investment. When \$100.00 par value of stocks or bonds are exchanged for \$75.00 worth of machinery, there is no reason for charging capital account with the \$25.00 expense incurred in selling the bonds or the discount allowed from the par value of capital stock sold. The asset to be capitalized and upon which the stockholder would expect to receive a reasonable return would not be the \$100.00 par value of the bonds issued, but the \$75.00 received in actual cash and invested.

The establishment of such a system will give the investor a guaranty that the capital of the company will not be impaired but that his investment will be properly handled. There is no system of accounts that can be devised that will entirely prevent impairment, but any proper system will do a great deal in that direction.

**Appreciation:** Appreciation of capital cannot be recognized as an off-set for depreciation. Appreciation should not be considered under any circumstance unless actual sale has been made and there is a real profit, in which case it can rightly be classed only as a profit on sale of capital. If, however, there has been a transfer for a more expensive property, the appreciated value of the new property may be taken into account as a capital surplus item.



**Annual Report:** The annual reports to be made by the various corporations and utilities summarize the year's transactions into a comparative balance sheet showing the figures for the preceding year and the additions or deductions made during the year, and a profit and loss account for the year.

The analysis of each item appearing therein will be shown on a schedule which has been prepared for the purpose of displaying the principal items of additions and deductions made.

The statistical information required is similar to that of other State Commissions and will cover all of the points that the Commission and public will be interested in knowing.

In preparing the annual reports and uniform classification of accounts this Department has made comparisons of other Commissions and has combined the best features of each. For this reason we feel that our forms of annual reports will be the most complete of any.

## **GAS, ELECTRIC, HEAT AND WATER DEPARTMENT.**

The work of the Gas, Electric, Heat and Water Department is at present being carried by a Chief Electrical Engineer, who is also a Rate and Service Expert, and one stenographer. This Department was organized August 15, 1913. At that time nothing had been done towards its organization, and though the preliminary work and development of this Department has since, perhaps, not proceeded as rapidly as might be expected, it should be borne in mind that great caution must necessarily be observed in taking the first important steps in connection with this development. Each step should be the result of careful study, individual knowledge and experience, and a study of work done along similar lines by other Commissions.

The work of this Department may be classified as follows:

First. Adjustment of all correspondence complaints assigned to the Department in connection with gas, electric, heat and water companies.

Second. Supplying information in reply to various requests along its lines which frequently come to the Commission.

Third. To file the schedules of rates of all gas, electric, heat and water corporations and municipalities prepared in accordance with General Orders and Circulars issued by the Commission relating to this Department.

Fourth. General inspection and test of gas, electric and water service meters.

Fifth. General inspection of gas, electric and water service.

**Adjustment of Correspondence Complaints:** A number of correspondence complaints have been settled during the past three and a half months, or are pending settlement in this Department. These complaints involve excessive charge on monthly bills; minimum charges; deposits of surety; charges on meters, including rentals, deposits and purchase of same; break-down and auxiliary service; lack of understanding concerning block and step rates, and other more complicated methods of charging, etc. It is noted that the average electric light customer is more or less unfamiliar with the principles involved in computing his monthly bill for service rendered. A list of the complaints handled in this Department is included elsewhere in this report.

**List of Utilities in the State:** The first important step in the work of the Department consisted in obtaining as accurate a list as possible of the corporations and municipalities supplying gas, electric, water and heating service in the State. This list of utilities was compiled as follows:

First, by addressing a circular letter to each County Clerk in the State, requesting a list of the various utilities operating in said Clerk's county. Second, by checking the list as obtained from the County Clerks, the majority of whom responded more or less to our request, with the list of utilities contained in the annual report of the Bureau of Labor Statistics. Third, the list was then checked with the October, 1913, edition of the McGraw Electrical Directory. Other names were obtained from various sources from time to time, so that the list as it now stands is deemed fairly complete. It is expected that a few plants will be added to our list later by comparing with the list of incorporated concerns on file with the Secretary of State and by addressing a circular letter to the Mayor or City Clerk of each town of over five hundred inhabitants which is not listed in our records as containing a public utility, requesting the name of any utility distributing in the town.

The following statistics have been compiled from the list of utilities obtained in the manner set forth above and revised to date, in accordance with replies received to the circulars sent out in connection with the filing and publication of the rate schedules:

	Municipal- ities.	Corpora- tions.
Electric service only.....	30	120
Gas service only.....	...	24
Water service only.....	50	18
Heating service only . . . . .	...	2
Electric and gas combination service.....	...	10
Electric and water combination service.....	35	14
Water and gas combination service.....	...	1
Electric and heat combination service.....	...	6
Electric, water and gas combination service.....	1	2
Electric, heat and gas combination service.....	...	1
Electric, heat, gas and water combination service.....	...	2
Total utilities furnishing service.....	116	200

In addition to the above there are some fifteen towns receiving electric service and three towns receiving water service distributed from plants in adjacent towns included in the above list. There are a number of small towns and districts receiving natural gas secured from adjacent distributing centers included in the above list.

Of this list all save twenty-eight have filed their rates or replied to the correspondence addressed to them, and are consequently authenticated.

Of the 316 utilities furnishing service, it is noted that:

220 of these utilities furnish electric service.

40 of these utilities furnish gas service.

123 of these utilities furnish water service.

11 of these utilities furnish heating service.

Of the 38 gas utilities which have filed their rates, it is noted that:

8 of these furnish coal gas.

9 of these furnish water gas.

1 of these furnishes mixed coal and water gas.

1 of these furnishes oil gas.

2 of these furnish acetylene gas.

11 of these furnish natural gas.

6 of these do not state the kind of gas they furnish.

Of the 98 water utilities which have filed their rates, it is noted that their source of supply is received as follows:

2 from combination rivers and springs.

1 from combination rivers and deep wells.

1 from combination rivers and surface wells.

3 from combination impounding reservoir and deep wells.

2 from combination impounding reservoir and creeks.

- 1 from combination deep wells and creeks.
- 3 from impounding reservoir or small lakes.
- 4 from creeks only.
- 9 from surface wells only.
- 33 from deep wells only.
- 1 from driven pipe wells only.
- 4 from springs only.
- 23 from rivers only.
- 11 from sources not stated.

**Rate Schedules:** Regulations prescribing the form and governing the filing and publication of schedules of rates for gas, electric, heat and water corporations and municipalities furnishing service within the State were drawn up and printed under date of September 22, 1913.

Circular No. 10 contains General Order No. 5 applying to electrical corporations and municipalities. Circular No. 12 is a letter of explanation covering General Order No. 5. Circular No. 14 contains General Order No. 6 applying to gas corporations and municipalities. Circular No. 15 is a letter of explanation covering General Order No. 6. Circular No. 16 contains General Order No. 7 applying to water corporations and municipalities. Circular No. 17 is a letter of explanation covering General Order No. 7. Circular No. 18 contains General Order No. 8 applying to heating corporations and municipalities. Circular No. 11 contains abstracts from the Public Service Commission Law applying to rates and charges by each of the foregoing utilities.

The schedule form blanks are drawn up on sheets of standard 8½x11 size and consist of a separate set of forms for each class of utility. The forms consist of title sheet, to which is attached, after the loose-leaf idea, schedule sheets containing all rates and rules and regulations affecting the rates. When a change in rates filed occurs, either the entire schedule is supplanted by a new schedule, which then takes on the next P. S. C. Mo. No., in order, or certain sheets in the schedule on file are supplanted by revised sheets containing the new schedule where the change in rate occurs only on certain sheets in schedule on file. In case of addition to schedule on file of new rates, not changing any of the original rates, the same are inserted in schedule on file on sheets which are numbered in consecutive order by suffix or prefix of letters A, B, C, etc.

Names of issuing corporations or municipalities, dates of

issue and effectiveness and name of filing officer are contained in margins on each sheet.

This system of filing schedules is a simple and effective one and is modeled after the form in use by the Interstate Commerce Commission for filing railway tariffs.

Out of the 394 foregoing orders served on corporations and municipalities thus far, 346 rate schedules have been filed and 21 are pending filing, and 27 corporations and municipalities remain unheard from.

The larger companies were very prompt in complying with these orders, but the majority of the smaller companies experienced more or less difficulty in interpreting the Commission's desires in this respect. These smaller companies have entailed a vast amount of correspondence on the part of this Department, but it is to be noted that the majority of them display a cheerful spirit and are desirous of conforming with any requirements of the Public Service Commission Law. It will, of course, be some time before these smaller companies are thoroughly brought into line, and greater difficulty is being experienced in this respect in this Department than originally anticipated.

It would not be desirable to attempt compiling statistical information on rates from the number of schedules now on file, but a special report issued later, giving a resume of each rate schedule in effect on file, together with statistical data compiled relative to maximum net rates for various classes of service, minimum charges, meter deposits or charges, security charges, penalties for delayed payments, etc., would be extremely interesting.

**Standards and Regulations for Service:** The general powers of the Commission with respect to gas, electricity and water make it necessary to ascertain and fix adequate and reasonable standards for quality, pressure, voltage and other conditions pertaining to the supply of the product or service rendered by any public utility, and to prescribe reasonable regulations for the examination and testing of such product or service and for the measurement thereof. The Commission must establish reasonable rules and regulations for the inspection and test of gas, electric and water meters and approval of all types of electric meters in service as required by the Public Service Commission Law.

This Department has been engaged for some time in formulating a tentative set of rules and regulations applicable to gas, electric and water service within this State. These rules, when com-

pleted, will be printed in circular form and sent to each gas, electric and water utility supplying service within the State, and to various individuals, societies, associations and publications interested in same. These circulars will be accompanied by a notice announcing a date and place for a public hearing, at which a thorough discussion of these rules and regulations will occur. It is expected that a set of rules and regulations can thus be formulated at this conference which will go to make adequate service, reliability, uniformity, safety, convenience and intelligent utilization, resulting in the best service at the least cost to the consumer.

These rules will ultimately involve considerable addition to the working force of this Department, as well as the establishment of a laboratory equipped with suitable facilities and standards for the various tests which it will be necessary to conduct in connection with same. Suitable calorimeter equipment must be maintained by the utilities furnishing gas service, in order to test the heating value of their product regularly as prescribed. These calorimeters must in turn be standardized and calibrated by the Commission from their laboratory standards, so that their accuracy will at all times be assured. It is probable that no candle power requirements will be incorporated in the rules and regulations, due to the rapid disappearance of the open flame burner, which removes from the field of gas lighting the only device for which a candle power requirement is necessary in gas. This will dispense with the necessity of maintaining an expensive photometric equipment by any gas utility, and also, of course, the standard equipment and labor in connection with standardizing and keeping standardized these utility equipments by the Commission.

It is probable that the rules for service will include certain requirements and standards to be met in connection with bacteriological and chemical examinations for purity of water prescribed at stated intervals. This, of course, would involve a suitable laboratory equipment and services of an expert bacteriologist and chemist, unless the Commission could arrange for these tests to be made by the State Board of Health or the Medical Department of the State University.

With regard to the testing of gas, electric and water meters, it is probable that this portion of the Public Service Commission Law will be changed so that meters will be tested by the Commission only on request of the consumer, for a reasonable fee, or on its own volition where deemed advisable. Utilities will be required

to maintain suitable testers, provers and standard instruments, and will be required to test all meters before putting same into service. The Commission will keep in its laboratory stationary and portable standards for determining the accuracy of all testing apparatus in use by the utilities.

The standards of service as outlined in the foregoing will involve a thoroughly systematized conduct of this branch of the Department, as can readily be seen. An elaborate set of forms will be issued for use in all tests and observations and the records kept on all of this work must be systematic, comprehensive and clear.

It is probable that arrangements could be made with the State University at Columbia to do all of the testing for the Commission in connection with standards of service; that is, until the Commission is able or sees fit to establish a suitable laboratory of its own at Jefferson City. The University would be peculiarly well fitted to do this work, on account of its equipment and facilities, and the fact that such work is right in line with similar work executed by students in its laboratories almost daily in connection with their regular instruction.

There is a disadvantage, it is true, in having the laboratory removed from the Commission's offices, but the services of at least one special man will be required in this Department to supervise all testing and inspection of service, and it would simply mean that his headquarters would be Columbia instead of Jefferson City.

The Public Service Commission Law states that no electric meter shall be put into service the type of which has not been approved by the Commission. There are a great many types of meters in general use throughout the country by various electrical corporations. The bulk of these meters is manufactured by less than ten individual firms. Each of these firms manufactures various types of meters, each type being suitable for a certain kind of current or class of service. The development and standardization of the art of manufacturing meters has been such that there is but a slight variation in the first cost and probably little marked distinction in either the electrical or mechanical characteristics of meters by different manufacturers for the same class of service.

While the clause in our Law on the approval of all types of electric meters would be considered a necessary compliment to a model law, yet it is questionable whether the advantage gained by

the consumer of electric energy will compensate for the extra expense devolved on the Commission through the enforcement of this regulation of the Law. At any rate all meters will be tested before installing and will be subjected to periodic tests thereafter. Individual meters or number of a certain type of meters whose test record shows a marked tendency to vary in accuracy of measurement, regardless of the ordinary adjustment or repairs, will, of course, subject that particular meter or type to permanent rejection.

**Inspection of Plants, Transmission and Distribution Systems:** It is readily apparent that at as early a date as possible the Commission will be obliged, either through this Department or through its Engineering Department, to undertake a systematic inspection of all the gas, electric, heating and water plants, together with transmission and distribution systems in connection therewith, furnishing service in this State. Each plant should be studied with reference to safety, reliability and modernization in construction and its ability to furnish adequate service at the least cost. It is evident that a vast amount of benefit would be derived from such a course by the customers of the smaller plants through reduced rates and increased quality of service.

**Standard Construction of Overhead Lines:** In this connection the liberty is taken of quoting from the Sixth Annual Report of the New York Second District Public Service Commission, as follows:

"Efficiency of service and safety of employees and the public require that overhead construction shall be first class. Owing to the large amount of construction now in service, owned by companies having rights in the same general space, the regulation of this subject becomes very difficult to approach. For several years the great national electrical associations, by joint committees and otherwise, have been studying this subject, and their reports have recently been made public. These reports give standard specifications in regard to all details, and it remains now for the Commission to issue such mandatory orders as may seem desirable. Much attention has been given by the Division of Light, Heat and Power and the Division of Telegraphs and Telephones to the subject of joint use of overhead structures, because, other things being equal, it is desirable to have as few overhead structures as possible. As a rule, it is much easier for several companies to combine for the use of a single set of poles than to erect poles of their own at proper distances apart, for safety and efficiency of operation. The two divisions interested have about finished their investigations, and will recommend that the Commission issue orders covering proper overhead construction."

**Central Station Totalizing Meters:** When the Commission has a complaint case in regard to quality or price of service, an accurate record of the total output at the central station over an extended



period of time is invaluable. All electrical companies should be compelled to install watt hour meters and graphic wattmeters registering the total output of the station, or the total energy purchased by the station. The watt hour meter gives the total quantity of energy passed and the recording meter charts will give an accurate indication of the variations in load during a given period of time.

A record of the total volume of gas manufactured or passed into the mains for distribution, as measured by station meters, should be required.

It is now being considered whether any but the larger stations should be compelled to install recording water meters to register the total quantity of water pumped into the mains for distribution. Such water meters are expensive, but the advantage of having a record of the total pumpage at any time is obvious, and it would be well worth while to look into the feasibility of this matter very carefully.

### **TELEPHONE AND TELEGRAPH DEPARTMENT.**

This Department was organized July 1, 1913. The office force so far consists of a Chief Electrical Engineer, who is also a Rate and Service Expert of wide experience, and one stenographer.

The work of this Department is necessarily heavy during the first year, but shows little in a statistical record of achievements. The organization of the Commission's forces had to be carried on with a full load of work upon the Commission from the day of its creation, and at the same time many corporations operating in the State had but little knowledge of the relation to exist between them and the Public Service Commission.

All telephone and telegraph companies with which this Department has been able to communicate to date have shown a spirit of hearty co-operation with the Commission, and there is every reason to believe the work will be carried on harmoniously and to the great good of the corporations, as well as to the users of their service.

Though no statistics have yet been compiled along the line of capitalization, the amount invested in telephone property in the State of Missouri is probably about \$50,000,000. There are at present operating in this State 425 telephone companies which have complied with the Public Service Commission Law by filing rate schedules with this office, and these companies operate 684 local ex-

changes in as many cities, towns or rural communities. These companies operate plants which are separate exchange units, usually one such unit per city or town, as follows:

1 Company has	50 Exchanges.
1 Company has	40 Exchanges.
1 Company has	12 Exchanges.
1 Company has	11 Exchanges.
2 Companies have	9 Exchanges.
2 Companies have	8 Exchanges.
5 Companies have	7 Exchanges.
4 Companies have	6 Exchanges.
3 Companies have	5 Exchanges.
4 Companies have	4 Exchanges.
15 Companies have	3 Exchanges.
16 Companies have	2 Exchanges.
370 Companies have	1 Exchange.

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Total=425 Companies have 684 Exchanges.

There are operating in the State only two telegraph companies having main offices as follows:

Western Union Telegraph Company, 723; Postal Telegraph & Cable Company, 39 main offices in as many cities and towns.

In connection with this Department the Commission has issued General Order No. 1: Regulations Prescribing the Form and Governing the Filing and Publication of Rate Schedules of Telephone Corporations. This has been acknowledged and complied with by the above mentioned list of companies.

General Order No. 4: In the Matter of Discrimination by Telephone Corporations in the Service to Telegraph Corporations.

Conference Ruling: Free (telephone) Service at Railroad Stations Prohibited.

Formal cases handled by the Commission within the province of the Telephone and Telegraph Department were as follows:

One additional long distance connection—Dismissed—Order made to improve present service by repair work.

Three certificates of public convenience and necessity.

Issued . . . . .	1
Pending . . . . .	2

Five consolidations—Mergers, approved.

One discrimination in rates to stockholders and non-stockholders—Ordered equalized.

One physical connection—Long distance—Granted.

Twelve, rates—Complaint of,	
Increase allowed . . . . .	2
Reduced—not raised by proper application . . . . .	1
Settled by agreement . . . . .	6
Pending . . . . .	6
Two, maintenance insufficient—Correction ordered and complied with.	
Three stock and bond issues—Granted.	
One stock and bond issue and sale of plant—Withdrawn.	
One stock and bond issue—Modification of order—Dismissed.	
One general order—Motion for hearing to set aside—Hearing granted.	
Informal complaints handled . . . . .	
	33

The most general violations of the law and of good telephone practice found among the rate schedules filed, and requiring correction by the Commission, are the following:

Discrimination in rates by small companies in charging for service to stockholders a rate different from that charged for the same service to non-stockholders. This has been covered by Case No. 38 at Crane, Missouri.

Discrimination in rates for local services by a so-called "combination rate" to a subscriber paying for more than one telephone station on the same exchange, by which such subscriber gets service for less than the sum of the regular rates for each such station.

For the last twelve or fifteen years the telephone business of Missouri has been handled by two clearly distinguished factions; the one representing the associated interests of the corporations having their origin directly or indirectly in the Bell patents on the first telephone invention; the other group consisting of "Home," "Mutual," or other local companies capitalized and operated usually within the territory they serve. These two factions have maintained an intense competition for the business throughout the State, all the local companies connected with each other to extend the service, but for some time rarely established physical connection with the so-called Bell systems.

The practice of making connecting company contracts has been more general each year, and at present practically all telephone companies in the State realize it to their interest to thus extend the service, wherever contract terms and physical conditions of plants do not prohibit. The provision of the Public Service Commission Law for physical connection between telephone companies is an expression of the predominant sentiment among operating companies, as well as the users of the service.

The telephone service is one of the most vitally important conveniences of a civilized community. Upon the accuracy and speed of the long distance telephone service, as of telegraph service, often

depends vast business interests, prevention of crime, incarceration of dangerous criminals, medical aid that saves human life, succor in public calamity and the many other features of general and individual welfare. But in the local telephone service there is in addition the personal element, more pronounced than in any other public utility. Service from light, water, heat, power and other public utility corporations may be purchased by a public who come in contact with the personnel of the organization, in most instances, not oftener than once a month and then only to the extent of mailing a check. Even the occasional personal contact with the service of railway and street railway corporations is as nothing compared with the patron's relations with the telephone service. This puts into the home of the customers the voice of the corporation's employees at any hour of the day or night. The consumer may turn on water or light in his home or place of business any minute with his own hands. If the quality, quantity and price is proper, he never has occasion to consider from whom it is purchased. But a dozen times a day the patron of a telephone company has to secure the service sought by personal request spoken to employees of the company. The voice ceases and the calling subscriber is helplessly dangling at the end of an inanimate wire half across the town from the person serving him. There is no way that he can ever know whether the call might have been put up in two seconds, instead of two hundred seconds, nor whether the report of "busy" and "don't answer" are actual facts and conditions, or are due to careless or even wilful, malicious representatives of the corporation. The telephone subscriber may never know that he has lost a customer from his business or profession solely because that customer was in a hurry and called some one else when the carelessness or ill-disposition of the telephone employee prevented the completion of the desired connection. The woman who goes up and down stairs to answer a false ring of her telephone twice a week may never know whether it was the minimum percentage of unavoidable accidents, or whether it was caused by a spirit of mischief in a telephone operator, or idle amusement in a workman among the line wires.

"Service test," "Supervising" and "service observation" can all at best watch only the one call in a thousand handled within the same hour. Two or three cases of error per day from one operator might go undetected for months; twenty cases in a single day might be so distributed over a community that no one subscriber would be

provoked to reporting his trouble, and if all were reported it might prove impossible to locate the person at fault.

There is no other public utility whose patrons are so completely dependent upon the conscientious discharge of duty by the employees as in the case of the telephone business. These employees are girls generally between the ages of sixteen and twenty-five years.

By General Order No. 1 the Commission has secured schedules of rates from all telephone and telegraph corporations so far located, and that probably includes all in the State. Nearly half of these schedules will have to be rewritten to show accurately and completely the rates in force to make a proper record for the files of the Commission. As soon as this can be accomplished and while this clerical work is going on, a careful study of all rate schedules will be made and tabulated data established for information of the Commission as a foundation upon which we hope to be able to improve the methods of many telephone corporations.

The next step will be to secure an engineering report from each telephone corporation, establishing in this office a record of the equipment of the various plants in the State. A synopsis of the quality, quantity, technical type, age and preservation for usefulness of equipment will be made.

By this time the Department of Statistics and Accounts will probably have a sufficient business statement from each corporation showing its financial condition to make that unnecessary from this Department.

A great deal of work can be done by this Department by acquainting all companies with their duties under the Public Service Commission Law, and assisting them in uniform improvements in all branches of telephone practice, which improvements will directly benefit the owners of the properties and the public patronizing, and at the same time will indirectly eliminate much that would otherwise develop into formal complaints to the Commission. Much may be accomplished to this end by letters and bulletins by this Department. The Commission will later keep regular inspectors in the field constantly making service tests and plant inspection. Plant inspection of all the utilities of any one town can be made by the same representative of the Engineering Department in a single trip, for the present at least. Service testing will be very valuable if done by inspectors who have discretion and business judgment enough to go into all the phases of the question and improve the

condition while there, as well as report on routine errors. This service inspection will not be in order, however, until a great many of the more general irregularities are cleared up by means of correspondence based upon reports from these companies.

### ACCIDENTS INVESTIGATED.

Section 45 of the Public Service Commission Law provides as follows:

"The Commission shall investigate the cause of all accidents on any railroad or street railroad within this State which result in loss of life or injury to persons or property, and which in its judgment shall require investigation. Every common carrier, railroad corporation and street railroad corporation is hereby required to give immediate notice to the Commission of every accident happening upon any line of railroad or street railroad owned, operated, controlled or leased by it, within this State in such manner as the Commission may direct. Such notice shall not be admitted as evidence or used for any purpose against such common carrier, railroad corporation or street railroad corporation giving such notice in any suit or action for damages growing out of any matter mentioned in said notice."

The policy of the Commission is to have one or more of the Commissioners, accompanied by their Expert Signal Engineer or Expert Railroad Engineer, as the report of the accident indicates to be necessary, reach the scene of the accident as quickly as possible and collect all evidence at first hand, before important facts have been obliterated by the wrecking crew or in other manner. In order to accomplish this the Commission requires all serious accidents resulting in destruction of property or loss of life to be immediately reported by wire. On reaching the scene of the accident, all pertinent evidence is collected, photographs are taken and officers or employees in any way connected with the accident are examined and their evidence taken. If the cause of the accident can be conclusively ascertained on the ground, the Commissioner making such investigation, on his return, reports his findings to the Commission, with any recommendations he considers necessary for the prevention of any recurrence of such an accident. If the cause of the accident cannot be readily ascertained, the management of the company is notified that a formal hearing has been set for a certain date, time and place, and that they shall cause to appear at said hearing all officers and employees who were in any way connected with, or can give any evidence pertaining to such accident, and bring all material evidence which may be of assistance in determining the cause and fixing the responsibility. All evidence is taken under oath, and where possible the cause and responsibility determined.

If the cause is due to lack of safety appliances, defective equipment or track, an order is made requiring the company to remedy such defects. If the responsibility rests on some officer or employee of the company, his record is called for and examined in order that the Commission may ascertain whether the company is retaining in its employ men incompetent to serve the public in positions of responsibility. The findings of the Commission are printed in pamphlet form for distribution and a copy mailed to all directly concerned.

Seven of the accidents reported by wire to the Commission in its judgment required formal investigation, and the matters pertaining thereto were inquired into in detail, the causes determined and findings, orders and recommendations made.

It is the intention of the Commission to publish in pamphlet form from time to time statistics covering all accidents reported, as well as detailed reports of accidents investigated and findings of the Commission thereon.

### GRADE-CROSSINGS.

One of the important matters placed under the control of the Public Service Commission is the crossing at grade by railroads of the public highways or street car tracks.

As the population of the State has increased, and particularly as our great cities have expanded their limits and activities to new territory which now bustles and teems with busy traffic where formerly there was but scant population or prairie and forest, the old intersections of roads by the railways, and the new crossings made necessary by these conditions, have developed into a constantly increasing menace to the safety of the public.

In spite of determined agitation and heroic efforts to remove this danger, the disappointing experience of many years has convincingly demonstrated the inefficiency of municipal machinery, especially in the large cities, to accomplish the desired result—a danger constantly becoming more acute as traffic and travel increase with expanding business and population.

By Section 50 of the Public Service Commission Law the Legislature conferred upon the Public Service Commission exclusive jurisdiction over the regulation, creation and abolition of grade-crossings.

At an early day in its existence the Commission directed its attention to this subject.

A number of conferences between the city officials, railroad men and the Commissioners were brought about, at which the entire matter was discussed from all sides and the necessity of action demonstrated. The Commission adopted the policy of first compelling attention to the subject and thereupon encouraging friendly co-operation between the municipal authorities and the railroads in the localities affected, so that a broader view might be taken by all concerned, and with a view to the separation and abolishment of all dangerous crossings by co-operative action and upon a fair and equitable basis. It is believed that by this means an era of better mutual feeling has been fostered that has already borne fruit.

But whenever it was not possible to accomplish results by co-operation, the Commission has not hesitated to use its proper powers.

The persistence of the Commission in requiring progress has led to the investigation of numerous of these crossings, about fifty now pending before the Commission.

In a number of instances, both in the cities and in the rural districts, the Commission has proceeded of its own motion to require grade-crossings to be better protected against danger of accidents. It has also adopted the policy not to permit the creation of any new crossings at grade where the same would be attended with danger, nor to allow any grade-crossings at all where the same could be reasonably avoided by separation of grades.

In all such questions it is the policy of the Commission to defer to a proper extent to the wishes of the locality in question. This was illustrated in the case of the Manufacturers' Railway of St. Louis. In this case that Company contemplated an extensive improvement, largely beneficial to the City of St. Louis, but in the execution of the plan permission was required to cross certain streets with a net-work of tracks that would operate as a practical monopoly by the railroad of these streets. The Commission refused permission to lay this trackage except upon condition that the streets at the point in question be vacated by the City of St. Louis, thus not only avoiding a new crossing which would be fraught with danger, but permitting the execution of the enterprise if the local authorities themselves consider it of greater interest to the people of St. Louis than these railroad-monopolized streets would be.

The Commission held conferences with the city officials of St. Joseph and the various railroads affected thereby, relative to the elimination of certain grade-crossings. The proposed elimination of



a number of dangerous crossings in said city is now under consideration. The St. Joseph situation has been very difficult of solution and the Commission and its Engineering Department at this time, in conjunction with the City of St. Joseph and the railroads thereby affected and the Citizens' Committee, are making a careful study of the situation, and it is greatly hoped that a satisfactory solution will be reached at an early date, and that the Mayor of the City will file with the Commission formal complaints and start the hearings thereon in time for the work to begin early in the Spring.

In Kansas City the Commission finds that the city very wisely protected and eliminated many dangerous grade-crossings when it granted the franchise to the Terminal Railroad Company within recent years. There are yet some dangerous grade-crossings in Kansas City and its immediate vicinity which will be carefully studied by the Commission and its Engineering Department and such action recommended as the Commission deems wise as our work progresses.

Near Carrollton, at a crossing at grade of a county highway and the Atchison, Topeka & Santa Fe Railroad Company, in the month of August six persons were killed at one time while attempting to cross the tracks of the railroad in an automobile. The Commission investigated the accident, and thereafter, of its own motion, instituted an investigation of the crossing as a dangerous one. The county and the railroad were made defendants and at the hearing a satisfactory agreement was reached between all parties, and the public road is now being changed and the crossing carefully protected.

The elimination of the many hundreds of dangerous grade-crossings throughout this State will take time and much expense to the railroads. The Commission is going forward with the work in a systematic manner, studying the most dangerous crossings as the work progresses. The Commission has not yet been called upon to apportion the expenses, and just what rule of proportion will be adopted by the Commission remains yet to be determined.

### STOCK AND BOND APPLICATIONS.

During the eight and one-half months the Commission has been organized a large number of applications for authority to issue stocks and bonds have been made to the Commission and numerous important questions have been presented for its consideration and

determination. In the cases which require the laying down of a principle or the announcement of a rule not heretofore applied the Commission has rendered written opinions discussing at length the new questions presented, otherwise the order of the Commission is made to express sufficiently the opinion of the Commission without a written one.

The Commission's Rules of Practice and Procedure have been carefully prepared with a view of securing for the Commission in passing on applications for authority to issue stocks, bonds, notes and other evidence of indebtedness such proof as to enable it to know that the law is being strictly complied with if such authorization be granted. The Commission, in taking proof on such applications, requires the applicant company to produce one or more of its officers who can testify before the Commission as to the full and complete "Financial Condition" (as that term is defined in the Rules of the Commission) of the applicant, its financial ability to pay all interest and dividends on its stocks and bonds theretofore issued, and the particular purpose or purposes for which stocks or bonds are to be used by applicant. A transcript of this testimony is thereafter made and filed in the office of the Commission and attached to the files of the application.

In addition to this examination the order of the Commission authorizing such issue of stocks or bonds prescribes the amounts and purposes for which such bonds or stocks authorized may be used, directs officers of such company to report under oath the sale or sales and the amount received therefrom. The order further requires the applicant to make and file with the Commission a verified report at least once each six months showing in detail the use and application by such company of all moneys so realized until such moneys shall have been fully expended, and the order further contains such other conditions and terms as the Commission may deem reasonable and necessary to properly safeguard the carrying out of all the conditions on which such bonds or stocks are authorized by the Commission. These reports will be carefully checked by the Commission's Stock and Bond Department for the purpose of determining that the terms and conditions of the orders authorizing such issues are being faithfully complied with by the applicant. As the work of the Commission further progresses it will, under the supervision and direction of the Chief of the Stock and Bond Department, have examiners to carefully go over the books of the company proposing to issue such stocks and bonds and to verify all

material statements which it is necessary for the Commission to know in passing on such applications and such other information as the Commission may direct.

The Commission has held that under the corporation laws of this State all stocks issued by corporations organized under the laws of this State must be issued for cash at the par value thereof, or if issued for property or services, it requires satisfactory proof as to the value of such property or services so the Commission may determine that such stocks shall not be issued for less than the actual cash value of such property or services, as provided by law.

The Commission authorizes bonds to be issued with reference to the actual market conditions and the value of money at the time of hearing the application, as shown by proof of competent witnesses.

The Commission has two forms of orders. One form provides that if bonds are to be issued at less than their par value, the contract or offer for the sale of such bonds must be reported to the Commission and approved before the sale is finally closed and the bonds issued. The other form of order names a minimum price below which the bonds cannot be sold, leaving the applicant free to sell same at that price or at such higher price as it can secure in the markets.

The Commission makes a special study of the ownership relations of all construction companies to that of the applicant company having the work done, and especially in cases in which a common ownership may be found in the applicant company and the construction company doing the work. The Commission also carefully studies the relations of all subsidiary companies when property is being purchased from any one of such companies by the parent company, or being sold by the parent company to one of its subsidiary companies. The Commission has taken the position that such relations should be shown in proof and that no unfair contracts or sales should be permitted between such companies.

The Commission has uniformly held that the capital to be secured from the authorization of stocks, bonds and other evidence of indebtedness must be necessary for the specified purposes as set forth in the Public Service Commission Law; that the amount so authorized must be reasonably required for one or more of the purposes prescribed in said law; and that no stock, bonds or other evidence of indebtedness may be issued for purposes not enumerated

in said law, either with or without the authorization of the Commission. In other words, the enumeration of specific purposes for which stocks, bonds and other evidence of indebtedness may be issued is exclusive and not inclusive, and such has been the construction given the Public Service Commission Law by the Commission.

The Public Service Commission Law specifically provides that the State shall never be held liable to pay or guarantee any stocks, bonds, notes or other evidence of indebtedness which may be authorized by the Commission as provided in said law.

A serious and important question, however, has presented itself to the Commission as to what extent the investing public might be justified in relying upon the fact that the Commission had authorized the issuance of such stocks or bonds as an implied certificate or guaranty that the stocks or bonds to be thus issued, under the approval of the Commission, were worth their face value or the value which the Commission may authorize such bonds to be offered for sale to the buying public.

We find that this identical question was early presented and decided by the Public Service Commission of the Second District of the State of New York in the application of the Hudson Electric Power Company, and that Commission announced the following rule, which we think both wise and sound and hereby approve the same:

"In passing upon the application for leave to issue additional capital stock, the Commission will consider:

"(5) Whether there is reasonable prospect of fair return upon the investment proposed, to the end that securities having apparent worth but actually little or no value may not be issued with our sanction.

"We think that to a reasonable extent the interests of the investing public should be considered by us in passing upon these applications.

"The Commission should satisfy itself that, in a general way, the venture will be likely to prove commercially feasible, but it should not undertake to reach and announce a definite conclusion that the new construction or improvement actually constitutes a safe or attractive basis for investment. Commercial enterprises depend for their success upon so many conditions which can not be foreseen or reckoned with in advance, that the duty of the Commission is discharged as to applications of this character when it has satisfied itself that the contemplated purpose is a fair business proposition."

In an application for authority to issue stocks and bonds to build a new railroad which was presented to the Commission soon after its organization, the Commission ascertained that there had been issued \$55,000 of its "watered stock" which the Commission required the applicant to surrender and cancel as a condition on which any further stocks or bonds would be authorized by the Com-

mission. "The order was accepted and the stock surrendered to the board of directors and canceled as having been issued without consideration by the applicant company.

While the Commission has endeavored to carefully supervise the issuance of all stocks and bonds, yet it has endeavored, and will continue to endeavor, to make its rulings and decisions such as to encourage the honest investment of capital in this State and the promotion of all legitimate enterprises for the good of the public and the Commonwealth coming within the jurisdiction of the Commission. The interest of the public imperatively demands these results and the Commission believe that they are not in the least degree inconsistent with the careful and proper protection of the public against those practices which have wisely and justly earned the condemnation of the public and which led the Legislature of this State, as well as of many other States, to provide for the regulation of the capitalization of all public service corporations by law and placing such supervision under the control of a State Commission.

The following table shows the applications which have been made to the Commission during the term covered by this report under the Public Service Commission Law:

TABLE SHOWING ALL APPLICATIONS FOR AUTHORIZATION TO ISSUE STOCKS, BONDS, NOTES AND OTHER EVIDENCE OF INDEBTEDNESS UNDER THE PUBLIC SERVICE COMMISSION LAW FOR THE PERIOD FROM APRIL 15, 1913, TO DECEMBER 31, 1913.

No.	Name of Company.	Nature of security.	Amount allowed.	Date of permit, 1913.
1	Joplin & Pittsburg Railway Company.....	Bonds...	\$1,050,000	Apr. 25
2	Missouri, Kansas & Texas Ry. Co.....	Bonds...	54,978,000	Apr. 17
18	American Refrigerator Transit Company.....	Bonds...	2,150,000	June 3
20	Empire District Electric Company.....	Bonds...	220,000	May 22
21	Spring River Power Company.....	Bonds...	8,000	May 22
27	St. Louis & San Francisco R. R. Co.....	Bonds...	761,000	May 23
29	Missouri, Kansas & Texas Ry. Co.....	Notes...	1,710,000	May 28
37	Chicago, Rock Island & Pacific Ry. Co.....	Notes...	4,410,000	June 17
42	United Railways Company.....	Bonds...	750,000	June 28
43	United Railways Company.....	Bonds...	1,000,000	June 28
44	Terminal R. R. Association of St. Louis.....	Bonds...	954,000	June 27
47	Chicago & Alton Railroad Company.....	Bonds...	335,000	July 1
54	Shelby Northwestern Ry. Co.....	Bonds...	300,000	Sept. 22
65	Kansas City Terminal Ry. Co.....	Stock...	100,000	Sept. 22
67	Duenweg Water Works Company.....	Notes...	1,000,000	July 12
68	Southwest Missouri R. R. Co.....	Stock...	15,000	July 17
78	Enterprise Telephone Company.....	Bonds...	80,000	July 17
82	Ozark Power and Water Company.....	Bonds...	3,000	Sept. 8
88	St. Louis, Iron Mountain & Southern Ry. Co.....	Stock...	5,000	Sept. 8
		Bonds...	2,000,000	Pending
		Bonds...	28,584,500	Aug. 1

TABLE SHOWING ALL APPLICATIONS FOR AUTHORIZATION TO ISSUE STOCKS, BONDS, NOTES, ETC.—Continued.

No.	Name of Company.	Nature of security.	Amount allowed.	Date of permit, 1913.
95	Chicago & Alton Railroad Company.....	Bonds...	\$881,000	Aug. 5
101	St. Louis Southwestern Ry. Co.....	Notes...	660,000	Sept. 3
115	Chicago Great Western Railroad Co.....	Bonds...	3,116,000	Sept. 10
		Stock...	3,116,000	Sept. 10
123	Bismarck, Bellevue Valley & Western Ry. Co....	Stock...	30,000	Pending
137	Prairie Telephone Company.....	Stock...	20,000	Pending
180	St. Louis Southwestern Railway Co.....	Bonds...	180,000	Nov. 4
193	Jefferson City Light, Heat and Power Company..	Bonds...	125,000	Nov. 25
		Stock...	120,000	Nov. 25
196	Chicago, Milwaukee & St. Paul Ry. Co.....	Bonds...	470,917,700	Nov. 25
205	Chicago & Alton R. R. Company.....	Bonds...	823,000	Dec. 6
210	Paragould Southeastern R. R. Co.....	Bonds...	511,000	Dec. 15
212	Chicago, Rock Island & Pacific Ry. Co.....	Bonds...	4,994,000	Dec. 23
218	Cassville & Western Railroad Co.....	Bonds...	40,000	Pending
		Stock...	60,000	Pending
228	Chicago Great Western R. R. Co.....	Bonds...	100,000	Dec. 22
230	Norborne Fuel, Ice and Light Co.....	Stock...	30,000	Pending
236	Jefferson City Light, Heat and Power Company..	Bonds...	70,000	Pending
239	Kansas City, Clay County & St. Joseph Ry. Co..	Bonds...	135,000	Pending
240	Missouri Southern Railroad Co.....	Stock...	685,300	Pending
241	Laclede Gas Light Company of St. Louis.....	Notes...	5,000,000	Pending
242	Union Depot Bridge and Terminal R. R. Co.....	Bonds...	8,000,000	Pending

## CASES DISPOSED OF AND MANNER.

Of the more than two hundred cases filed before the Commission, much time has been given to the taking of testimony and to the consideration of ex parte proceedings, such as applications for authority to issue stocks and bonds by public service corporations and for certificates of public necessity and convenience to entitle new public service corporations to engage in business.

In addition to such ex parte proceedings, a large number of cases have been filed against public service corporations, in which complaints have been made that such corporations have failed or refused to render to the public the service required by law. The procedure in the class of cases last mentioned is somewhat similar to that of an ordinary law suit. There is the party complaining and the party against whom complaint is made, and the complaint and answer presenting the respective contentions of the parties. Thereupon a hearing is held before the Commission, or one or more members thereof, as may be ordered, and that is followed by the transcription of the testimony, the filing of briefs and the argument before the full Commission. The case is then taken under submission, is decided and an opinion is written setting forth the views of

the Commission upon the controverted questions, and an order is adopted in accordance with the views so expressed.

After the case is decided and before the order goes into effect, the losing party may file a motion for rehearing, and if unsuccessful in securing a rehearing, he may then have the action of the Commission reviewed in the Circuit Court, and either party or the Commission may appeal from the Circuit Court to the Supreme Court. Upon review in the Circuit Court or appeal in the Supreme Court, preference in time is given over all civil cases, except election contests. On review in the Circuit Court no new evidence may be introduced, but the cause is heard by the Court without a jury on the evidence and exhibits introduced before the Commission.

Of the contested cases thus filed many have been finally disposed of, and although they have been vigorously contested, and although no barrier has been interposed by the Commission to a full review in court of the "reasonableness or lawfulness" of its action, yet in no case thus far has such review been applied for.

As indicating the character of the contested cases thus disposed of, or heard and ready for disposition, we mention the following:

Complaints against railroad companies that a depot or station is required and should be established for the accommodation of the public where such convenience does not exist; that the rates charged for freight or passengers are unreasonable and unjust or discriminatory and that the carriers should be required to issue commutation tickets at reduced rates; that shipments of freight to certain terminals in this State are treated by the carrier as interstate shipments and a higher rate charged therefor, when, in fact, such shipments are intrastate and entitled to the lower rate fixed by the laws of this State; complaints against water companies that the water supplied for the use of consumers is unwholesome and that the rates charged therefor are unreasonable and discriminatory and that the company is refusing to comply with other provisions of its franchise, and similar complaints as to rates and service against gas, electric and telephone public service corporations.

In the hearing and trial of these cases before the Commission, as compared with the trial in a court of law or equity, the main difference is that the Commission, in accordance with the provisions of the Public Service Commission Law, does not adhere to strict rules of procedure in passing upon the pleadings and in the admission of testimony, nor as to granting continuances, etc. All tech-

nicalties are disregarded in hearing complaints and disposing of same. Such seems to be the spirit and intent of the Public Service Commission Law, for it specifically abolishes technicalities of every kind and nature, and the Commission tries to give effect to such intent of the Legislature.

### REPORTS OF THE PUBLIC SERVICE COMMISSION.

With regard to publications of the Public Service Commission of the State of Missouri, Section 19 of the Public Service Commission Law provides:

"The Commission shall furnish its Secretary all of its findings, orders and decisions and the Secretary shall compile the same for the purpose of publication in a series of volumes to be designated 'Reports of the Public Service Commission of the State of Missouri,' which shall be published in such form and manner as may be best adapted for public information and use, and such authorized publications shall be competent evidence of the findings, orders and decisions of the Commission therein contained without any further proof or authentication thereof."

Thus, it will be observed, the Legislature not only made provision for an Annual Report by the Commission to the Governor and the Legislature, but, in addition thereto, requires the Commission, acting through its Secretary, to compile its findings, orders and decisions for publication and makes such authorized publications competent evidence of the findings, orders and decisions therein contained without further proof or authentication. The two above-mentioned reports are separate and distinct, the latter containing the findings, orders and decisions of the Commission only.

Of the many matters coming before the Commission some are handled informally, while others are treated in a formal manner. From their very nature, such matters as receive only informal attention do not demand action by the Commission as a Commission. In accordance with the provision in Section 24 of the Public Service Commission Law—"All hearings before the Commission or a Commissioner shall be governed by rules to be adopted and prescribed by the Commission"—the Commission has adopted Rules of Practice and Procedure and Forms Governing Matters Before the Commission. Therefore, whenever a matter of sufficient importance comes before the Commission, or is brought to its attention, proceedings are held therein in accordance with the Rules of Practice and Procedure and Forms Governing Matters Before the Commission and such provisions of the Public Service Commission Law as are applicable, the Commission treating the complaint or applica-



tion in a formal manner. The findings, orders and decisions of the Commission had in connection with such formal proceedings are to be found in the Reports of the Public Service Commission of the State of Missouri.

Opinions are not written and adopted by the Commission in all matters coming formally before it. It is the practice of the Commission to file written opinions only in such matters demanding its attention as are deemed to require a careful statement of the grounds of decision or a permanent public record of the facts in relation thereto. However, in all matters presented formally to the Commission, the Commission has adopted the plan of entering an order, and in all instances the order entered in the case, at least, will appear in the report. In this way all cases coming before the Commission in a formal proceeding are to be found reported in the Reports of the Public Service Commission of the State of Missouri; and whether there be an opinion and an order, or merely an order, the same process is followed in the compilation of each individual case.

Mindful of the fact that the findings, orders and decisions thus compiled by the Secretary to the Commission are competent evidence of the Commission's action in the cases therein reported, the Commission, in order that the publication containing its findings, orders and decisions shall be published in such form and manner as may be best adapted for public information and use, has adopted the following general scheme with regard thereto:

Only such matters as have been finally disposed of are reported in the Reports of the Public Service Commission of the State of Missouri. For instance: After a case has been disposed of upon the original hearing, the same will be held until the time for filing a motion for rehearing shall have expired; and in the event a motion for rehearing is filed, the case will not appear in the report until a finding, order or decision is rendered upon such motion. Whenever a motion for rehearing is filed in any matter passed upon by the Commission and a finding, order or decision is rendered upon said motion, the finding, order or decision filed in the original hearing will appear in the report in connection with the finding, order or decision upon the motion for rehearing. In this manner, one having occasion to refer to any individual case has the whole of the Commission's action with regard thereto and does not have to search through additional pages in order to ascertain whether the identical case was later considered by the Commission.

Each case in the report appears under its appropriate title; and in connection therewith the Commission's docket number, the date when finally submitted and the date upon which the finding, order or decision was filed are noted. Following this, the headnotes, or syllabi, with apt catch-words, appear, and then the appearances for the various parties are set out. In the preparation of the syllabi every point or proposition at issue in the case and which has been passed upon by the Commission in the determination of the same, whether obviously essential to the precise basis of the particular decision or not, is usually included; and wherever feasible, the exact language employed in the finding, order or decision is to be found embodied in the syllabus. From the matter thus incorporated in the syllabus appropriate catch-words are compiled, with a view to enable the searcher to comprehend at a glance the matter therein discussed.

Immediately following the noting of the appearances for the various parties is the report of the Commission. The Commissioner writing the same is designated, or in the event a finding, order or decision is the work of the Commission sitting as a body, the same is indicated by the words "BY THE COMMISSION." From this point on, all matter found in the report in connection with the individual case is the work of the Commission and as such is the matter which is competent evidence of the Commission's findings, orders and decisions.

For the convenience of those having occasion to refer to the findings, orders or decisions of the Commission and in order that they may keep in closer touch with the work of the Commission, the Commission has caused its findings, orders and decisions to be issued in the form of "advance sheets," which will appear from time to time. These advance sheets, when of convenient size, are to be compiled in bound volumes.

At the close of each advance sheet and also the bound volume is to be found an INDEX-DIGEST, which is a compilation of the syllabi found therein. It is to be hoped that this index-digest will be of service to those who make use of the reports in that they may the more easily and readily find the subject-matter for which they are searching. Each case decided during the period covered by the advance sheet or bound volume is to be found in the index-digest. Every point in each syllabus is collected in this compilation and is to be found arranged under its apt title with such subdivisions and paragraph headings as are necessary, together with cross-refer-

ences whenever the occasion demands. An effort is made to classify the various public service corporations coming under the supervision and jurisdiction of the Commission and to include thereunder such of the syllabi as in any manner appertain thereto, even though indirectly; and each syllabus is again classified according to the heads noted by the catch-words, thus opening every possible avenue leading the searcher directly to the subject-matter which he is seeking. While each point is stated as concisely as possible in the syllabus, still it is hoped that the same is sufficiently complete to make needless references to the cases, in most instances, unnecessary. The citation found at the close of each syllabus has been arranged so as to show the title of the case and the page in the report at which the same may be found.

Furthermore, each case reported in the advance sheets and bound volumes is to be found indexed according to the parties therein at the beginning of the advance sheet and volume in which the same appears.

The Reports of the Public Service Commission of the State of Missouri are thus prepared for the use of the public and the public service corporations as well as lawyers, and it is believed that they will prove of equal value to all.

Section 21 of the Public Service Commission Law makes provision for the fees to be charged and collected by the Commission, and, after an enumeration of various items—among which is not to be found the "Reports of the Public Service Commission of the State of Missouri"—states that "the Commission may fix reasonable charges for publications issued under its authority." After a careful estimate of the cost of publishing and delivering the Reports of the Public Service Commission of the State of Missouri and the advance sheets thereto, and considering the possible list of subscribers therefor, together with a reasonable price for the same, it was decided to charge \$2.50 per volume, which amount includes receipt of advance sheets as the same are issued, and \$.35 for single copies of advance sheets.

It is suggested that the findings, orders and decisions found in the Reports of the Public Service Commission of the State of Missouri may be conveniently cited by giving, first, the title of the complaint or application (found in black caps and at the top of the pages); and, second, following the same with — Mo. P. S. C. —.

## INVESTIGATION AND SUSPENSION CASES.

The Public Service Commission Law authorizes the Commission to suspend tariffs, rules and regulations naming increased rates of any of the public service corporations coming within the jurisdiction of the Commission for the purpose of investigating and determining whether such rates should be permitted to become effective or not, this power being similar to that granted the Interstate Commerce Commission.

The Commission has instituted sixteen investigation and suspension proceedings to December 31, 1913. Some of these investigations and suspensions include a large number of tariffs in the one order of suspension. These suspensions include various proposed increased rates, such as team track storage charges, cord-wood, rates, telephone rates, excess baggage scrip books, agricultural implements, water rates and commutation tickets. In some of these cases the carriers sought to withdraw certain rates which had been heretofore granted the public. In one case—that of the proposed increased rates of the Southwestern Telegraph and Telephone Company (Bell)—the proposed increased rate in the telephone exchange in the City of St. Louis was estimated by the officials of the Company to aggregate \$157,000 per annum. Hearings have been set in these proceedings and the Commission hopes to conclude the same at its earliest possible convenience. Under the statute the first suspension may be for 120 days and if the Commission is unable to complete its investigation by that time it is authorized to order a further suspension for six months to enable the Commission to complete its investigations and determinations as to whether the proposed increased rates or withdrawal of rates and privileges heretofore granted should be allowed by the Commission.

In the proposed increased telephone rates in the City of St. Louis and Caruthersville by the Bell company the Commission has ordered a valuation and audit of the telephone company's property by the Commission's engineers and accountants. These investigations will involve a large amount of work on the Commission and its employees, but without such investigation the Commission has no intelligent way of knowing whether the proposed increased rates should be allowed or not.

## GENERAL ORDERS.

The Commission so far has adopted nine General Orders and has two others under consideration. In adopting such orders the general custom has been to serve a copy of the proposed order and the rules and regulations connected therewith on all parties to be affected thereby, and thereafter the Commission holds a public hearing as to whether such orders should be adopted or not. This has been of great value to the Commission, as at such hearings the Commission receives the benefit of many good suggestions coming from practical operating officials and employees who are to be affected by the adoption of such orders and regulations. In this way the Commission is better able to judge whether such orders should be adopted and if so what should be their terms and requirements.

The title of each of these General Orders sufficiently indicates the subject and objects of each as follows:

### GENERAL ORDER No. 1.

Regulations prescribing the form and governing the filing and publication of rate schedules of telephone corporations.

### GENERAL ORDER No. 2.

Regulations prescribing the form and governing the construction and filing of freight tariffs and classifications and passenger fare schedules of railroad corporations, street railroad corporations and steamboat companies.

### GENERAL ORDER No. 3.

Regulations governing the reporting of railroad and street railroad accidents.

### GENERAL ORDER No. 4.

In the matter of discrimination by telephone corporations in the calling of telegraph corporations.

A rehearing has been granted on this order and the same has been set down for a public hearing.

### GENERAL ORDER No. 5.

Regulations prescribing the form and governing the filing and publication of schedule of rates of electrical corporations and municipalities.

**GENERAL ORDER No. 6.**

Regulations prescribing the form and governing the filing and publication of schedules of rates of gas corporations and municipalities.

**GENERAL ORDER No. 7.**

Regulations prescribing the form of governing the filing and publication of schedules of rates of water corporations and municipalities.

**GENERAL ORDER No. 8.**

Regulations prescribing the form and governing the filing and publication of schedules of rates of heating companies and municipalities.

**GENERAL ORDER No. 9.**

In the matter of accidents of steam railroads.

This order has been prepared and its adoption is now being considered by the Commission.

**GENERAL ORDER No. 10.**

Rules governing the construction, maintenance and operation of interlocking plants.

**GENERAL ORDER No. 11.**

Block-signal, interlocking and train-order statistics.

**VALUATION WORK.**

Before the Commission was able to organize its Engineering Department it was found necessary to employ an engineer to make a valuation of the electric light plant at Springfield to be used in a rate complaint filed by certain business firms of that city against said company. This case is now pending before the Commission for final argument and determination.

Since the Engineering Department of the Commission was organized in September last, valuations of the following named companies are being made as follows: Mississippi River & Bonne Terre Railroad; Cape Girardeau & Northern Railroad; Missouri & North Arkansas Railroad; Missouri Southern Railroad; Kansas City, Clay County & St. Joseph Interurban Railroad; Cassville and Western Railroad. All of the railroad valuations except the Cassville & Western are being made for rate-making purposes. The valuation of the latter company is being made on application to

issue stocks and bonds. The Interurban railroad valuation is made to enable the Commission to know whether commutation tickets should be given by said road. The Commission is now making a valuation of the telephone exchanges of the Southwestern Telegraph and Telephone Company at St. Louis and Caruthersville for the purpose of rate-making. The Ozark Power and Water Company is being valued for a bond issue.

The accountants of the Commission are now making an audit of the books of these several companies to enable the Commission to know the details of the original cost, income and operating expenses of such companies.

The Commission made a valuation and audit of the electric light plant at Kirksville in a rate case which is now pending before the Commission for final determination.

This Commission is co-operating with the Interstate Commerce Commission in the National Valuation of all interstate carriers in this State. A member of this Commission has been selected by the National Railway Association as a member of the Executive Committee for the Fourth Valuation District to co-operate with the Interstate Commerce Commission in the valuation of the railroads in said district. By this co-operation with the Interstate Commerce Commission this Commission will be furnished duplicate copies of all data furnished that Commission and will be kept in close touch with the valuation of the railroads of this State as the work progresses by said Commission and its able corps of engineers and accountants. By so doing the Commission will save the large expense of duplicating this valuation work of the railroads of this State. Under the act passed by Congress the Interstate Commerce Commission is required to ascertain and report the original cost of the construction of the various railroad properties to be valued, the amount of money which has gone into them and the sources from which it has been derived. The act further provides that an inventory shall be made of the property to be valued and that the Interstate Commerce Commission shall ascertain and report the cost of reproduction new, and the cost of reproduction less depreciation. By means of this co-operation the representatives of the Interstate Commerce Commission have assured a representative of this Commission that duplicate copies of all information made or obtained by the Interstate Commerce Commission and its employees will also be furnished this Commission, which will enable this Commission to have a complete dupli-

cate file of all information obtained by the Interstate Commerce Commission.

### LIBRARY.

In order that the Commission may have as full and complete reference as is possible to all matters and things which in anywise appertain to the jurisdiction, supervision, powers and duties of it under the Public Service Commission Law, the Commission has established a library wherein is to be found such publications bearing upon the Commission's work as are best suited to its needs. The library is still in its incipency, and as it is the desire of the Commission to have included therein all publications bearing upon questions arising under the Public Service Commission Law and the work of the Commission, additions are being made thereto from time to time.

At the present time one may find in connection with the library the reports of the Supreme Court of the United States; publications of the Interstate Commerce Commission, including the decisions of the Commission; the Missouri Supreme and Appellate Courts' reports; the Laws of the State of Missouri; the Annual Reports of the various state commissions whose work is analogous to the work of this Commission, and the reports of such of said commissions as cause their findings, orders and decisions to be compiled in separate volumes; and text-books bearing upon some or all of the many questions arising in connection with public service regulation or the applications of principles of law thereto. Among the latter are such works as Pond on Public Utilities, Wyman on Public Service Corporations, Ivins & Mason on The Control of Public Utilities, Joyce on Franchises, Wilcox on Municipal Franchises, Floy on Valuation of Public Utility Properties, Foster on Engineering Valuation of Public Utilities and Factories and Wyer on Regulation, Valuation and Depreciation of Public Utilities.

The library of the Public Service Commission is open to all, and already many have availed themselves of the opportunity thus afforded them by reference to works found in the library in the presentation of matters before the Commission.

In addition to the library proper the Commission subscribes for a number of the latest and best weekly and monthly publications for each of the several departments. In this manner the Commission hopes to keep itself and its employees in thorough touch with public service regulation throughout the United States.



## EXPENSES OF COMMISSION AND FEES COLLECTED.

The statute fixes the salary of the Commissioners, Counsel and Secretary, which was provided for by an appropriation made in the usual manner.

The Legislature also appropriated for the Commission as a contingent fund the sum of \$150,000 to pay all the salaries of its employees for the twenty and one-half months and certain incidental expenses which had to be incurred by the Commission.

The Commission has had a very heavy expense to meet in fitting up its offices and buying practically all of its office furniture, fixtures and working equipment necessary for the efficient performance of its duties and its various Departments.

The total expenditures of the Commission for the eight and one-half months ending December 31, 1913, from its contingent appropriation for the salaries of employees, expenses for office furniture, fixtures and supplies amount in the aggregate to the sum of \$34,589.99.

During this same period the Commission has collected fees and paid into the State Treasury for the authorization of bonds, certified copies of transcripts and orders, etc., the aggregate sum of \$35,308.85.

Thus the fees have exceeded the total expenses from the contingent appropriation in the sum of \$718.86.

While the Legislature did not expect the fees to anything like equal the expenses of the Commission, yet it is gratifying that they have a little more than equalled the expenses thus far. Of course no one can anticipate in advance what fees will be collected by the Commission, and in fact the Commission regards the collection of fees as a mere incident to the more important work it is endeavoring to do in the way of giving reasonable rates and better service.

## CO-OPERATION.

The Commission adopted the policy of co-operating with the mayors and county officials of the various cities and counties of the State in all local matters pertaining to grade separation and other phases of public service regulation in any way local to the community. The efforts of the Commission along these lines have met with the heartiest response. Any mayor, under the provisions of the Public Service Commission Law is authorized to file complaints

before the Commission as mayor of his city or town. The cumbersome methods of passing legislation through city councils in the nature of ordinances is avoided.

The Commission has also found a remarkably frank and open attitude towards it by all of the public service corporations and utilities of the State coming within its jurisdiction of supervision and regulation. Not a single appeal so far has been taken from any of the orders of the Commission. All public service corporations seem to recognize that fair and just regulation by the State has come to stay and that such regulation is as much for their protection as for the protection of the public. The Commission has unhesitatingly dismissed complaints, after a thorough investigation, when found to be without any just merit.

The Commission has held many informal conferences with the officers and employees of various utilities of the State and by so doing a better understanding of the rights of all parties concerned has been brought about.

Immediately following the decision of the Supreme Court of the United States rendered last June sustaining the two cent passenger fare and maximum freight rate statutes of this State, a conference was called by the Commission with the officials of the various railroads affected thereby and the roads agreed with the Commission to put in force and effect at once these statutory rates, which was done without waiting the thirty days for the mandates of the Court to be filed.

The Commission has secured assistance from the State Board of Health in its investigations of certain complaints against the purity of water furnished by some of the water companies of the State. A number of bacteriological tests of the water supply of the cities where these complaints originated have been made for the Commission.

The State Highway Commissioner, county courts, and county highway engineers have co-operated with the Commission in the abolishment of grade-crossings which has been undertaken by the Commission in counties.

### RECOMMENDATIONS.

Inasmuch as the Forty-Eighth General Assembly will not convene until the early part of January, 1915, the Commission deems it best to further study the practical workings and operations of the Public Service Commission Law before making any recommen-

dations for the consideration of your Excellency or of the Legislature.

The Commission is now making a careful study of all of the railroad statutes of this State to the end that a complete revised railroad act may be presented to the next Legislature, free from the many inconsistencies and incongruities found in the laws as they now exist on our statutes. The railroad laws have been added by piecemeal, as it were, and many of them are almost inexplicable from a practical operating standpoint or a practical construction by the Commission. While such a revision will mean an enormous amount of work, yet the Commission feels that such should be undertaken and completed and printed before the convening of the next Legislature in order that the subject may be brought to the early attention of the Legislature on its convening.

The Commission is further making a special study of the various public service regulation statutes of other states which have state commissions. It is making a special investigation of the operations and effect of what is commonly called "Indeterminate Franchise Laws" which have been adopted by a number of states, and said to be of great benefit to the public and the public utilities.

The Commission will be pleased to report all of its recommendations relative to proposed legislation to the Forty-Eighth General Assembly in its Second Annual Report.

The Commission enters upon a discharge of its many official duties for the year 1914 feeling that its organization work perfected during the past eight and one-half months will be a great advantage to the members thereof and its corps of employees in the faithful discharge of the same.

All of which is respectfully submitted.

JOHN M. ATKINSON,  
WM. F. WOERNER,  
JOHN KENNISH,  
HOWARD B. SHAW,  
FRANK A. WIGHTMAN,  
Commissioners.



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**APPENDIX A.**

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**Formal Complaints Against Common Carriers.**

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(88)

Date, 1913.	Name.	Subject.	Disposal.
May 2.....	F. Titus et al. v. The K. C. C. O. & St. J. Ry. Co.	Complaint alleging necessity for additional stations.	Dismissed without prejudice July 11, 1913.
May 23.....	T. S. Doty et al. v. The K. C. C. O. & St. J. Ry. Co.	Complaint alleging excessive passenger fare.	Pending.
May 24.....	D. B. Pigg v. M., K. & T. Ry. Co.	Excessive rate on coal.	Reduction ordered August 5, 1913.
May 24.....	New Home Land Co. et al. v. St. L. & S. F. R. R. Co. et al.	Complaint alleging increase in coal rates from complainants' mines.	Withdrawn by complainants July 29, 1913.
May 29.....	Allen & Haase v. C., B. & Q. R. R. Co. et al.	Complaint alleging inadequate depot facilities at East Atchison, Mo.	C., B. & Q. and C., R. I. & P. R. Re ordered to provide suitable station Sept. 10, 1913.
June 6.....	Chas. F. Shafer et al. v. Mo. Pac. Ry. Co.	Complaint alleging dangerous crossing at Malta Bend, Mo.	Settled by agreement, and order issued accordingly July 12, 1913.
July 3.....	Howard Lindsey et al. v. K. C. & Westport Belt Ry.	Complaint alleging failure to furnish service to connect with Frisco trains at Dodson, Mo.	Department notified service will be given in future; July 10, 1913.
July 7.....	W. H. Harrison v. A., T. & S. F. Ry.	Dangerous crossing near Kahoka.	Dismissed Sept. 25, 1913, on installation of alarm bell.
July 14.....	Frank A. Woodruff, Mayor of Gallatin, Mo., v. C., R. I. & P. Ry. Co.	Complaint alleging inadequate train service.	Dismissed as to trains 3 and 4, defendant agreeing to stop 11 and 12; so ordered July 28, 1913.
July 14.....	S. B. Allee v. Mo. Pac. Ry. Co.	Train service at Clarksburg.	Adjusted Aug. 20, 1913, by defendant agreeing to stop train No. 3.
July 17.....	J. O. Orane et al. v. Mo. & N. A. R. R. Co., a corporation, and Geo. L. Sands, Jesse McDonald and W. S. Holt, as Receivers of said Railroad.	Inadequate depot facilities at Ridgley, Mo.	Settled by agreement Oct. 26, 1913.
July 21.....	R. T. Smith v. C., B. & Q. R. R. Co., A. A. Stone, Intervenor.	Depot at Utica.	Construction of depot within limits of town ordered, Oct. 20, 1913.

Date, 1913.	Name.	Subject.	Disposal.
July 21.....	Wm. H. Harrison v. A., T. & S. F. Ry.	Dangerous crossing.	Alarm bell installed Sept. 8, 1913.
July 26.....	Olivic League of California, Mo., v. Mo. Pac. Ry. Co.	Inadequate depot facilities.	Adjusted by agreement Sept. 5, 1913.
Aug. 1.....	Warren L. Clark v. Wells Fargo & Co. Express.	Overcharge on shipment from St. Louis to Kansas City.	Refund ordered Aug. 1, 1913.
Aug. 4.....	S. W. Mo. Millers' Club v. Mo. Pac. Ry. Co. et al.	Complaint against withdrawal of milling in transit privilege.	Pending.
Aug. 8.....	Chas. M. Street v. St. Joseph Ry., L., H. and P. Co.	Service to Bartlett Park.	Dismissed Oct. 11, 1913.
Aug. 16.....	I. B. Knight et al. v. Ford Harvey and R. J. Dunham, Recorders for the Metropolitan St. Ry. Co., a cor- poration.	Complaint alleging inadequate service in Fairmount Park territory in winter, and excess fare.	Pending.
Aug. 16.....	The Board of Trade of Kansas City, Mo., v. A., T. & S. F. Ry. Co. et al.	Complaint alleging unsatisfactory handling of grain shipments.	Pending.
Aug. 16.....	E. S. Morris et al. v. St. L. Elec. Term. Ry. Co.	Service and charges.	Dismissed by complainants Oct. 31, 1913.
Aug. 28.....	McCaull-Dryer T'le Co. v. St. L. & S. F. R. Co.	Complaint alleging refusal to apply Mo. Max- imum Rates.	Pending.
Aug. 28.....	McCaull-Dryer T'le Co. v. St. L. & S. F. R. Co.	Overcharge on shipment of ties.	Complainant acknowledged refund, and or- der of dismissal issued Nov. 17, 1913.
Sept. 6.....	T. K. Bowman et al. v. Springfield City Water Co.	Complaint alleging failure to furnish water in sufficient quantity; that water is im- pure, etc.	Pending.
Sept. 8.....	Clyde Gibson v. M., K. & T. Ry. Co.	Complaint alleging overcharge on shipments of cement.	Permission to make refund issued Sept. 23, 1913.

Date, 1913.	Name.	Subject.	Disposal.
Sept. 9.....	City of Cape Girardeau v. Cape Girardeau Northern Railway Co.	Complaint alleging dangerous crossing at Merrivewether St. in said city.	Pending.
Sept. 11.....	F. L. Ludemann, Mayor of the city of Sedalia v. City Water Co., a corporation.	Complaint alleging excessive and unlawful minimum charge.	Pending.
Sept. 26.....	B. F. Johnson & Son v. St. L. & S. F. R. R. Co.	Complaint that intrastate rate was not ap- plied.	Pending.
Sept. 10.....	E. D. Lindensmith et al. v. K. C., O. & St. J. Ry.	Additional stations.	Pending.
Sept. 23.....	C. P. Bennett v. W., G. & St. L. R. R.	Complaint alleging dangerous condition of bridge across St. Francois river.	Pending.
Sept. 30.....	J. D. Gustin v. St. L. & S. F. R. R. Co.	Complaint alleging inadequate train service on Salem Branch.	Pending.
Oct. 8.....	Retail Merchants' Ass'n of St. Joseph v. O., B. & Q. R. R. Co.	Complaint alleging inadequate train service on Grant City Branch.	Pending.
Oct. 13.....	L. Harris et al. v. St. L., I. M. & S. Ry.	Complaint alleging excessive passenger fare charges on Doniphan Branch through use of incorrect mileage between stations.	Pending.
Oct. 16.....	Burnham-Munger-Root D. G. Co. et al. v. A., T. & S. F. Ry. Co. et al.	Withdrawal of baggage scrip books.	Pending.
Oct. 11.....	Hugo Schroeder v. K. O., O. & St. J. Ry.	Complaint alleging necessity for additional station in North Kansas City.	Order new depot, Dec. 23, 1913.
Oct. 11.....	O. H. Storey v. U. S. Express Co.	Complaint alleging refusal to establish free delivery of express at Senath, Mo.	Pending.
Oct. 20.....	G. H. Casebolt v. Sligo & Eastern R. R. Co. et al.	Complaint alleging refusal to permit use of railroad from Dillard to Blissy, etc.	Pending.



Date, 1913.	Name.	Subject.	Disposal.
Oct. 22.....	City of Cartersville S. W. Mo. R. R. Co.	Complaint alleging excessive passenger fare.	Pending.
Oct. 22.....	I. F. Stroup C. B. & Q. R. R. Co.	Complaint alleging failure to properly maintain portion of road known as "Adair County R. R.," and also failure to furnish cars to complainant's mine.	Pending.
Oct. 22.....	McCaull-Dryer Tie Co. Geo. L. Sands, Jesse McDonald and W. S. Holt, Receivers of the Mo. & N. A. R. R. Co.	Complaint alleging refusal to apply Missouri Maximum Rates to tie shipments.	Pending.
Oct. 22.....	McCaull-Dryer Tie Co. Geo. L. Sands, Jesse McDonald and W. S. Holt, Receivers Mo. & N. A. R. R. Co.	Complaint alleging discrimination in use of storage yards at Wheaton, and refusal to route shipments as per complainant's instructions.	Pending.
Oct. 29.....	David J. Griffith K. O. S. Ry. Co.	Complaint alleging refusal to provide necessary "critted crossing" at Defendant's land in Cass county.	Pending.
Nov. 25.....	Public Service Commission A. T. & S. F. Ry. Co.	Crossing condition near Carrollton, known as "Kathley Crossing."	Road changed and grade protected; order issued as per stipulation Nov. 26, 1913.
Nov. 8.....	Harry Phelps, Assistant Prosecuting Atty. St. L., I. M. & S. and St. L. & S. F. R. Ra.	Complaint alleging violation of "Hours of Service" law.	Pending.
Nov. 14.....	Webb City Commercial Club St. L. & S. F. R. R. Co.	Complaint alleging inadequate depot facilities.	Pending.
Nov. 18.....	O. H. Payson, Mayor of Macon, Mo., Wabash and O., B. & Q. R. Ra.	Complaint alleging refusal to provide suitable track connection for interchange of freight.	Pending.
Nov. 18.....	O. H. Payson, Mayor of Macon, Mo., Wabash R. R. Co.	Complaint alleging inadequate depot facilities.	Pending.
Nov. 21.....	Chas. Trammill O., R. I. & P. Ry. et al.	Complaint alleging excessive rate on portable skating rinks.	Pending.
Nov. 26.....	J. O. Patterson I. & St. L. R. R.	Inadequate depot facilities at Elmo, Mo.	Pending.

Date, 1913.	Name.	Subject.	Disposal.
Nov. 28. ....	Dillman Egg Case Co. v. St. L. & S. F. R. R. Co.	Excessive rates on box lumber.	Pending.
Dec. 2. ....	McCaull-Dryer Tie Co. v. Mo. Pacific Ry. Co.	Overcharge on shipments of ties.	Pending.
Dec. 5. ....	J. P. Evers v. St. L. & S. F. R. R. Co.	Dangerous crossing at Berry road, St. Louis county.	Pending.
Dec. 6. ....	West End Business Men's Ass'n of St. Louis v. United Railways Co. and Terminal R. R. Ass'n.	Inadequate service on Union Avenue Line, and dangerous crossing on Union Avenue, St. Louis.	Pending.
Dec. 6. ....	Meriden Creamery Co. v. C., B. & Q. R. R. Co.	Unsatisfactory rates and handling of shipments of milk and cream at Kansas City.	Pending.
Dec. 9. ....	Union Coopersage Co. v. Butler County R. R. Co. et al.	Overcharge on shipments of box lumber through change of rate without notice.	Pending.
Dec. 10. ....	Wm. J. Gibbons v. United Rys. Co.	Excessive fare and discrimination in service on Midland or Page Ave. line.	Pending.
Dec. 16. ....	Henry W. Kiel, Mayor of St. Louis, v. Wabash R. R. Co. et al	Dangerous crossings.	Pending.
Dec. 16. ....	Henry W. Kiel, Mayor of St. Louis, v. St. Louis, Oak Hill & Carondelet Ry. and City of St. Louis.	Dangerous crossings.	Pending.
Dec. 16. ....	Henry W. Kiel, Mayor of St. Louis, v. C., R. I. & P. Ry., United Rys. Co. and City of St. Louis.	Dangerous crossings.	Pending.
Dec. 16. ....	Henry W. Kiel, Mayor of St. Louis, v. St. Louis, Oak Hill & Carondelet Ry. Co., United Rys. Co. and the City of St. Louis	Dangerous crossings.	Pending.

Date, 1913.	Name.	Subject.	Disposal.
Dec. 16.....	Henry W. Kiel, Mayor of St. Louis, v. Wabash R. R. Co., Receivers of Wabash R. R. Co. and the City of St. Louis.	Dangerous crossings.	Pending.
Dec. 16.....	Henry W. Kiel, Mayor of St. Louis, v. Missouri Pacific Ry. Co., the St. L., I. M. & S. Ry. Co. and the City of St. Louis.	Dangerous crossings.	Pending.
Dec. 22.....	Village of South Gifford v. I. & St. L. R. R. Co.	Depot facilities at South Gifford.	Pending.



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**APPENDIX B.**

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**Formal Complaints Against All Other Public Utilities.**

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Date, 1913.	Name.	Subject.	Disposal.
Apr. 22.....	L. M. Dunlap et al. v. Mo. & Kan. Tel. Co.	Unreasonable rates or charges to subscribers of Fairmount Exchange territory.	Pending.
Apr. 28.....	C. A. Lester et al. v. Mo. & Kan. Tel. Co.	Unreasonable rates or charges to subscribers of Mt. Washington Exchange territory.	Pending.
Apr. 28.....	City of Independence v. Mo. & Kan. Tel. Co.	Unreasonable rates and charges at Independence.	Order issued Oct. 28, 1913.
Apr. 28.....	City of Independence v. The Kansas City Home Tel. Co.	Unreasonable rates or charges at Independence.	Order issued Sept. 22, 1913.
May 13.....	McGregor Noe Hardware Co. et al. v. Springfield Gas Co.	Unreasonable rates or charges at Springfield.	Pending.
May 22.....	J. G. Weaver et al. v. Kansas City Long Distance Telephone Co.	Unreasonable rates or charges to subscribers of Hickman Mills Exchange territory.	Order issued Oct. 27, 1913.
June 3.....	E. S. Atkinson et al. v. Mo. & Kan. Tel. Co.	Unreasonable rates or charges in territory south of and adjacent to the city of Independence.	Pending.
June 19.....	The City of Joplin v. The Home Tel. Co., a corporation, et al.	Unreasonable rates or charges, discrimination, unsatisfactory service, etc.	Order issued Oct. 6, 1913.
.....	City of Joplin v. Home Telephone Co. of Joplin, Mo., et al.; Kinloch L. D. Tel. Co. of Mo., Intervenor. Filed Oct. 22, 1913.	Application for rehearing of above case—to protect contract for long distance service, etc.	Pending.
June 26.....	J. J. Cole et al. v. Ft. Scott & Nevada L. H., W. & P. Co.	Discrimination in rates, unsatisfactory service, illegal charges, etc.	Order issued Nov. 17, 1913.
July 2.....	DeKalb County Telephone Co. v. Worthy H. Redman.	Construction and operation of competitive plant at Weatherby, Mo.	Order of dismissal issued Sept. 9, 1913.
July 3.....	Crane Telephone Co. v. Barry County Mutual Tel. Co.	Discrimination in rates and inefficient maintenance.	Order issued Nov. 17, 1913.

Date, 1913.	Name.	Subject.	Disposal.
July 7.....	W. B. Calvert et al. v. Clinton L. & W. Co.	Discrimination in rates, insufficient pressure, unsatisfactory condition of water, etc.	Order issued Nov. 17, 1913.
July 7.....	Enterprise Telephone Co. v. Boonville Telephone Co.	Discrimination in service.	Dismissed without prejudice July 24, 1913.
July 10.....	S. W. Weaver et al. v. Kirksville L. P. & I. Co.	Unreasonable rates or charges.	Pending.
July 11.....	J. Ben Sims v. Columbia Telephone Co.	Excessive charges, unsatisfactory service, etc.	Pending.
July 14.....	The Farmers & Merchants Mutual Tel. Co., v. The Missouri & Kansas Telephone Co.	Need of physical connection at California, Mo.	Order issued under stipulation Sept. 30, 1913.
July 14.....	City of Boonville v. M. & K. Telephone Co.	Violation of franchise.	Withdrawn without prejudice July 24, 1913.
July 22.....	Joel T. Morris et al. v. Ozark Bell Telephone Co. et al.	Rates and service between Sparta, Chadwick, Ozark and Springfield.	Order issued Nov. 17, 1913.
Aug. 7.....	Charleston Commercial Club v. Mo. Pub. Utilities Co.	Unsatisfactory water rates and service.	Pending.
Sept. 2.....	F. L. Ludemann, Mayor of Sedalia, v. City Light & Traction Co.	Complaint alleging excessive charge for light.	Pending.
Sept. 9.....	M. F. Parker et al. v. City of Pleasant Hill.	Unsatisfactory water service, insufficient supply, etc.	Order issued Oct. 28, 1913.
Sept. 17.....	S. E. Spencer, President, and M. V. Carroll, Secretary of the Sedalia Booster Club, v. City Water Co., a corporation.	Insufficient water supply and unsatisfactory quality.	Pending.
Sept. 17.....	F. L. Ludemann, Mayor of the City of Sedalia, Mo., v. The City Water Co.	Insufficient supply and unsatisfactory quality of water.	Pending.

Date, 1913.	Name.	Subject.	Disposal.
Sept. 17.....	J. W. Brown et al. v. Lawrence County L., W. & C. S. Co.	Excessive charges for water and electricity.	Pending.
Sept. 22.....	City of Mexico v. Mexico Power Co.	Excessive minimum charge.	Pending.
Sept. 26.....	City of Butler v. Chas. E. Stephenson.	Proposed discontinuance of water service.	Pending.
Oct. 11.....	Earle L. & Cora P. Robinson v. St. Joseph Gas Co.	Refusal to lay mains before certain streets are improved.	Dismissed Dec. 23.
Oct. 21.....	J. J. Devine v. Katy Mutual Telephone Exchange.	Refusal to furnish telephone service.	Order issued Dec. 22.
Nov. 15.....	W. R. Journey v. Citizens Telephone Co. et al.	Unlawful change of rules, rates and service at Higginsville, Mo.	Pending.
Nov. 22.....	T. B. Hickman v. Columbia Telephone Co.	Excessive charges against Farmers' Lines.	Pending.
Nov. 25.....	City of Webb City v. Home Telephone Co. et al.	Consolidation of exchanges and service at Webb City.	Order issued Nov. 25, 1913.
Nov. 26.....	C. F. Blanke Tea & Coffee Co. v. Laclede Gas Light Co.	Excessive rates and discrimination.	Pending.
Nov. 26.....	J. H. Forbes Tea & Coffee Co. v. Laclede Gas Light Co.	Excessive rates and discrimination.	Pending.
Nov. 26.....	H. P. Coffee Co. v. Laclede Gas Light Co.	Excessive rates and discrimination.	Pending.
Dec. 8.....	O. F. Meek et al. v. Consumers Electric L. & P. Co.	Rates, charges, discrimination and unsatisfactory contracts at De Soto.	Pending.
Dec. 10.....	Adams Telephone Co. v. Clarksburg Telephone Exchange et al.	Operation of telephone exchange and leads without franchise or certificate of necessity.	Pending.



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## **APPENDIX C.**

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**Applications for Certificates of Public Necessity and Convenience.**

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Date, 1913.	Name.	Subject.	Disposal.
June 30.....	Application of the Shelby Northwestern Railway Company.	Construction of its line of railroad.	Granted Aug. 5, 1913.
July 16.....	Application of Enterprise Telephone Co.	Permission to exercise a franchise and permit granted by the City of Boonville.	Granted Aug. 6, 1913.
Aug. 4.....	Application Peirce City Farmers Mutual Telephone Exchange Co.	To establish and maintain a switching station at Peirce City, Mo.	Pending.
Sept. 9.....	Application of Bismarck, Bellevue Valley & Western Railway.	Extension of its line of railroad.	Granted Oct. 28, 1913.
Sept. 11.....	Application of Robert Black.	To carry on, build, construct and operate a water works plant in Prosperity, Mo., in pursuance of franchise granted applicant by County Court of Jasper County.	Granted Oct. 6, 1913.
Oct. 8.....	Application of Prairie Telephone Co. of Jackson County, Missouri.	To install telephone plants in and about the cities of Lees Summit and Greenwood in Jackson County, Mo.	Pending.
Nov. 1.....	Application of Ava Electric Light Company.	For permission and approval on building and constructing an electric light, power and heat plant; exercising rights and privileges under franchise and charter, rates charged and meters used, right-of-way permit, etc.	Certificate granted Dec. 6.
Dec. 23.....	Application of Cape Girardeau-Jackson Interurban P. Co. et al. for order approving street car franchise, also for order authorizing certain persons to sell stock and bonds of said Ry. Co. to Light & Development Co. of St. Louis.	To operate street car line under franchise in Cape Girardeau, Mo., and to sell stock and bonds.	Granted as to operation of car line; dismissed as to stock and bonds—same consummated before organization of this commission.

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## **APPENDIX D.**

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### **Miscellaneous Formal Complaints and Applications.**

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Date, 1913.	Name.	Subject.	Disposal.
Apr. 28.....	Application of St. L. & S. F. R. R. Co., short time switching rates.	Switching rates on chats at Granby.	Order issued April 28, 1913.
Apr. 29.....	Application of Wabash R. R. to establish shuttle train service to Fair Grounds at Moberly.	Shuttle train service for summer season to Moberly fair grounds.	Order issued May 2, 1913.
Apr. 30.....	Application Deering Southwestern Ry. for short time rate on scrap iron.	Rate on scrap iron from Deering to Blazer.	Order issued May 2, 1913.
May 3.....	Application of K. C. C. & St. J. Ry. Co. for order allowing change of rates without notice and publication required by law.	Change in passenger fares to Excelsior Springs.	Order issued May 5, 1913; rescinded May 16, 1913; pending.
May 7.....	Application of J. J. Astor to sell and Mo. Public Utilities Co. to buy certain electric properties.	Sale and purchase of electric light plant and franchise at Chaffee, Mo.	Order issued Sept. 30, 1913.
May 8.....	Application of DeWitt & Shobe to cross Mo. Pac. Ry. Co.'s main line with temporary tram track.	Tram track crossing of Mo. Pac. Ry. Co.'s main line temporarily while constructing Government dykes near Sandy Hook station.	Order issued May 30, 1913.
May 16.....	Application of Southwest Mo. R. R. Co. for ruling upon question of its authority to continue practice of carrying free certain individuals.	Use of free transportation under P. S. C. Law.	Order issued June 23, 1913.
May 16.....	Application of C. B. & Q. R. R. Co. to establish reduced rate on cull ties, on less than statutory notice.	Reduction of rate on cull ties, St. Louis to Shelbyville, on 24 hours' notice.	Order issued May 17, 1913.
May 17.....	Application of Queen City Mutual Telephone Co. to purchase a certain franchise and property.	Sale and purchase of franchise and telephone property at Queen City.	Order issued June 21, 1913.
May 17.....	Application of St. L. & S. F. R. R. Co. for permission to reduce rates from St. Louis to Old Orchard, inclusive, on less than statutory notice.	Reduction of rates, St. Louis to Old Orchard, inclusive, on 24 hours' notice.	Order issued May 17, 1913.
May 19.....	Application Wabash R. R. Co. for permission to reduce freight rate on rip-rap on less than statutory notice.	Reduction of rate on rip-rap, Kansas City to Excelsior Springs, on 5 days' notice.	Order issued May 20, 1913.
May 27.....	Investigation of wreck on Mo. Pac. main line near Brant siding.	Head-on collision between trains 10 and 11.	Report filed and adopted June 27, 1913.
June 7.....	Accident on Mo. Pac. main line at Gray Summit.	Side-swipe of engine No. 2399 by engines 138 and 96.	Report filed June 16, 1913.

Date, 1913.	Name.	Subject.	Disposal.
June 12.....	Application of St. L. & S. F. R. R. Co. for permission to establish reduced rate on sand on less than statutory notice.	Reduction of carload rate on sand, Ludwig to Festus, Mo.	Order issued June 12, 1913.
June 16.....	Application of Wabash R. R. Co. for permission to establish reduced rate on water on one day's notice.	Reduction of carload rate on water, Keytesville to Huntsville, empties returned free.	Order issued June 16, 1913.
June 25.....	Application of St. L. & S. F. R. R. Co. for permission to establish reduced rate on lumber on one day's notice.	Reduction of rate on lumber from Hornersville and Hornersville Jct. to St. Louis and Carondelet and points taking same rate.	Order issued June 25, 1913.
July 1.....	Application of C. B. & Q. R. R. Co. et al. for waiver of notice and time of filing schedules of maximum passenger and freight rates as prescribed by acts of the Legislature of 1905 and 1907.	Permission to put into force and effect reduced passenger and freight rates without notice.	Order issued July 1, 1913.
July 1.....	In the matter of waiving of notice and time of filing schedules of maximum passenger and freight rates as prescribed by acts of the Legislature of 1905 and 1907.	Notice to railroads that schedules of maximum passenger and freight rates as prescribed by acts of Legislature of 1905 and 1907 may be filed without notice.	Order issued July 1, 1913.
July 2.....	Application of M. R. & B. T. Ry. asking the Commission to determine the just and reasonable rate, fare and charge to be hereafter made for transportation of passengers.	Increase of passenger rates.	Pending.
July 2.....	Derailment of Train No. 1 of Mo. Pac. Ry.	Derailment of main line Train No. 1 of Mo. Pac. near Berger.	Report filed and adopted Aug. 1, 1913.
July 2.....	Application of the Mo. Southern R. R. Co. a corporation, asking the Public Service Commission of Missouri to determine the just and reasonable rate, fare and charge to be hereafter made for the transportation of passengers and freight.	Increase of passenger and freight rates.	Pending.
July 2.....	Application of Miss. River & Bonne Terre Ry. for waiver of notice and time of filing schedules of maximum passenger and freight rates prescribed by acts of the Legislature of 1905 and 1907.	Permission to put into force and effect reduced passenger and freight rates without notice.	Order issued July 2, 1913.
July 3.....	Application of Pullman Co. for construction of Sec. 29, P. S. C. Law.	Permission to post only one copy of Company's tariffs at stations for each waiting room.	Order issued July 3, 1913.

Date, 1913.	Name.	Subject.	Disposal.
July 3.....	Application of St. J. & G. I. Ry. for waiver of notice for putting into force and effect reduced passenger rates and filing tariffs of same.	Permission to put into force and effect reduced passenger rates and tariffs without notice.	Order issued July 3, 1913.
July 5.....	Application of Deering S. W. Ry. for permission to publish reduced rate on logs on less than statutory notice.	Permission to publish, on 3 days' notice, reduced rate on logs, carload, Blaser to Philipps Spur.	Order issued July 5, 1913.
July 11.....	Application St. L. & S. F. R. Co. to make refund of overcharges.	Permission to make refund of \$26.00 overcharge for switching movements of cars of cattle and hogs.	Order issued July 11, 1913.
July 11.....	Application St. L., I. M. & S. and M. R. & B. T. Rys. for permission to establish reduced rate on iron ore to various stations.	Permission to establish reduced rate on iron ore, carloads, from Lutesville, Glen Allen, Bessville, Marquand and Intermediate stations to Herculaneum.	Order issued July 11, 1913.
July 11.....	Application of Mo. Pac. and St. L., I. M. & S. Rys. for permission to file rates on demonstration cars on less than statutory notices.	Permission to file rates on cars connected with State and Federal Governments, including State Agricultural Colleges, for demonstrating best methods for handling farm and dairy products.	Order issued July 11, 1913.
July 15.....	Application Duenweg Water Co. for order authorizing it to buy and Dick Blosser to sell its franchise to lay water pipes and mains in the streets of Duenweg, Mo.	Permission to sell and purchase water works and franchise at Duenweg.	Order issued July 17, 1913.
July 16.....	Application of U. S. Express Co. to make refund of overcharges.	Permission to make refund of overcharges on shipments of eggs, Frank, Mo., to St. Louis.	Order issued July 16, 1913.
July 17.....	Application of Mo. Pac. Ry. Co. for permission to file reduced rate on scale bread on less than statutory notice.	Permission to file on 3 days' notice second class rating on scale bread in bags, retroactive, beginning with Feb. 1, 1913.	Order issued July 18, 1913.
July 18.....	Application of St. L. & S. F. R. R. for permission to make refund on shipments of cordwood to correct error in tariff.	Permission to make refund of overcharges on shipments of cordwood, Exeter, Mo., to Pearce City, Mo., to correct error in tariff permitting manufacturers of lime lower rate than that allowed other shippers.	Order issued July 18, 1913.
July 21.....	Application of C. & A. R. R. to publish reduced rate on water on less than statutory notice.	Permission to publish reduced rate on water, on one day's notice, from Booth, Mo., to Vandalia, Mo., and from Mexico, Mo., to Vandalia, Mo.	Order issued July 21, 1913.

Date, 1913.	Name.	Subject.	Disposal.
July 28.....	Application of C. & A. R. R. Co. to publish reduced rate on water on less than statutory notice.	Permission to publish on one days' notice reduced rate on water. Glasgow and Louisiana, Mo., to Vandalia, Mo.	Order issued July 28, 1913.
July 29.....	Application of Mo. Pac. and St. L., I. M. & S. Rys. for permission to establish reduced switching rates on less than statutory notice.	Permission to establish on 3 days' notice, reduced switching rates to Central Elevator B, Plant Milling Co. and Saxony Milling Co. in the St. Louis District; and without prejudice as to future regulation.	Order issued July 29, 1913.
July 31.....	Application of Receivers of Mo. & N. A. R. R. Co. for permission to increase passenger and freight rates.	Permission to increase passenger and freight rates.	Pending.
July 31.....	Application of Mo. Pac. Ry. to establish through rates on coal from certain mines on St. L. & S. F. R. R. to stations on Mo. Pac. on less than statutory notice.	Permission to establish on 5 days' notice, through rates on coal from certain mines on St. L. & S. F. R. R. to stations on Mo. Pac. Ry. in Missouri, on basis of 6 cents per ton additional to current rates in effect from Rich Hill, Mo., to stations on Mo. Pac. Ry.	Order issued Aug. 2, 1913.
July 31.....	Application of Mo. Pac. Ry. to issue mimeograph supplement pending reissue of passenger tariff.	Permission to issue mimeograph supplement pending reissuance of passenger tariff naming Park; and between Webster Park and Valley Park, to correct error in printing tariff.	Order issued Aug. 2, 1913.
Aug. 1.....	Application of St. J. & G. I. Ry. to cancel Freight Tariff No. 8040 on 10 days' notice.	Permission to cancel Freight Tariff No. 8040 on 10 days' notice.	Order issued Aug. 4, 1913.
Aug. 5.....	Application of C. G. W. R. R. for permission to put in force certain rates on less than statutory notice.	Permission to put in force on 3 days' notice, certain rates on wheat, corn and flour; and on horses, mules, cattle, hogs and sheep, as shown in Supplement 6 to Tariff 91-A; Supplement 13 to Tariff 10-B; Supplement 18 to Tariff 14903.	Order issued Aug. 5, 1913.
Aug. 5.....	In the matter of telephone rates at Lees Summit, Mo.	Permission to charge certain rates by the Mo. & Kan. Telephone Co. at Lees Summit, Mo.	Order issued Aug. 5, 1913.
Aug. 13.....	Accident on line of Wabash R. R. near Millard.	Rear-end collision between passenger train No. 1 and extra freight.	Report filed and adopted Nov. 25, 1913.
Aug. 15.....	Accident on line of A. T. & S. F. Ry. near Carrollton, Mo.	Collision of passenger train No. 7 with automobile at Keithley Crossing, near Carrollton, Mo.	Report filed and adopted Nov. 3, 1913.

Date, 1913.	Name.	Subject.	Disposal.
Aug. 18.....	Wreck on main line M., K. & T. Ry. near Nevada, Mo.	Derailment of train No. 10 at Daly's Spur, near Nevada, Mo.	Report filed and adopted Nov. 25, 1913.
Aug. 23.....	Application of Mo. Valley L. & P. Co. for authority to sell certain property to Mo. Gas and Electric Service Co.	Permission to sell certain electric properties in Ray county, Mo.	Order issued Nov. 3, 1913.
Aug. 24.....	Accident on M., K. & T. Ry. near Higbee, Mo.	Collision of M., K. & T. freight train No. 74 with C. & A. motor car near Higbee.	Report filed Sept. 12, 1913.
Aug. 26.....	Application of B. F. Eicholtz to sell and Mo. Pub. Utilities Co. to buy electric light plant and system.	Permission to sell and transfer electric light plant and system at Dexter, Mo.	Order issued Sept. 30, 1913.
Aug. 26.....	In matter of suspension of A., T. & S. F. Ry. Local Circular No. 2224-D, naming team track storage charges at Kansas City.	Suspension of increased team track storage charges at Kansas City.	Order issued Sept. 15, 1913.
Aug. 27.....	Application of E. H. Crow for permission to purchase Reader Light, Ice and Fuel Co.	Permission to purchase electric light, ice and fuel company at Pleasant Hill, Mo.	Order issued Sept. 30, 1913.
Sept. 2.....	Application of S. W. T. & T. Co. to change its rates at Caruthersville.	Permission to change telephone rates at Caruthersville.	Pending.
Sept. 6.....	Application of the Pilot Grove Independent Telephone Co. for permission to sell and transfer its telephone plant.	Sale and transfer of telephone plant at Pilot Grove.	Dismissed Sept. 29, 1913.
Sept. 8.....	Application of Home Telephone Co. of Joplin for permission to increase telephone rates at Joplin, Mo.	Increase of telephone rates at Joplin, Mo.	Dismissed at request of applicant.
Sept. 9.....	Derailment of Local Passenger No. 32 of Mo. Pac. Ry., River Route.	Derailment of River Route Mo. Pac. Ry. train No. 32 near Boonville.	Report filed and adopted Oct. 27, 1913.
Sept. 11.....	Application U. S. Bureau of Mines, Pittsburg, Pa., for rehearing in matter of local rates on exhibition and demonstration cars.	Petition for rehearing on local rates for handling exhibition and demonstration cars.	Dismissed Sept. 19, 1913.
Sept. 12.....	Application of Hannibal Water Co. and City of Hannibal, Mo., for order authorizing sale of waterworks and system and other property.	Sale and transfer of waterworks and system and other property from Hannibal Water Co. to City of Hannibal.	Order issued Sept. 15, 1913.
Sept. 15.....	Suspension, under Sec. 48 of P. S. C. Law, of Mo. Pac. and St. L., I. M. & S. Ry. Co.'s Circular No. 189.	Suspension of circular naming team track storage charges at Kansas City.	Order issued Sept. 15, 1913.



# FIRST ANNUAL REPORT, FOR YEAR 1913.

Date, 1913.	Name	Subject.	Disposal.
Sept. 16.....	Application of Lee Electric Co. for order to construct and operate electric plant in Elmo, Mo., under franchise granted by said village.	Permission to construct and operate an electric plant at Elmo, Mo., under franchise granted by said village.	Order issued Sept. 16, 1913.
Sept. 18.....	Application of P. S. C. Law of Mo., Kansas & Texas Co. for freight tariff No. 4519.	Suspension of freight tariff naming team track storage charges at Kansas City, Mo.	Order issued Sept. 18, 1913.
Sept. 18.....	Suspension, under Sec. 48, P. S. C. Law of Mo., of Supplement No. 4 to St. L. & S. F. R. Co.'s Freight Tariff No. 1307-G.	Suspension of freight tariff naming team track storage charges at Kansas City.	Order issued Sept. 18, 1913.
Sept. 22.....	In the matter of providing suitable facilities for testing track scales used by railroad corporations and common carriers.	Facilities for testing track scales.	Pending.
Sept. 22.....	Application of City of Charleston and Charleston Water Company for order authorizing, permitting and approving sale of property, works or systems of the Charleston Water Co. to the City of Charleston.	Sale and transfer of waterworks property or system from Charleston Water Co. to City of Charleston.	Order issued Sept. 30, 1913.
Sept. 23.....	Application of Enterprise Telephone Co. for modification of order by this Commission on Sept. 8, 1913.	Application for modification of order of Sept. 8, 1913, permitting issuance of bonds so as to permit issue of capital stock instead.	Denied Sept. 29, 1913.
Sept. 24.....	Application of the Iberia Telephone Exchange for authority to raise rates.	Increase of rates for telephone service at Iberia.	Dismissed Oct. 11, 1913.
Sept. 30.....	Application of Kansas City Terminal Ry. Co. for order approving supplemental contract.	Application for order approving supplemental contract between K. C. Terminal Ry. and Illinois Trust & Savings Bank, under date Aug. 6, 1913.	Order issued Sept. 30, 1913.
Sept. 30.....	Suspension, under Sec. 48 of P. S. C. Law of St. L. & S. F. R. Co.'s Supplement No. 2 to Freight Tariff No. 774-Y.	Suspension of Supplement No. 2 to Freight Tariff 774-Y, cancelling cordwood rates in Missouri.	Order issued Sept. 30, 1913.
Sept. 30.....	Application of O. G. N. R. Co. for hearing on question of passenger and freight rates.	Proposed increase of passenger and freight rates.	Pending.

Date, 1913.	Name.	Subject.	Disposal.
Sept. 30. ....	Suspension of Item 3095 and reissues thereof as appearing in W. T. L. Circular No. 1-J.	Suspension of W. T. L. Circular No. 1-J, naming team track rentals at stations in Missouri.	Order issued Sept. 30, 1913.
Oct. 6. ....	In the matter of ascertaining the valuation of the Kirksville Light, Power & Ice Co.	Valuation of plant of Kirksville L., P. & I. Co. at Kirksville.	Order issued Oct. 6, 1913.
Oct. 21. ....	In the matter of the application of the Manufacturers Ry. Co. for permission to construct grade crossings.	Permission to construct spur tracks across certain streets and alleys in St. Louis at grade.	Order issued Oct. 27, 1913.
Oct. 25. ....	In the matter of the application of Moore Bros. for order authorizing operation of an electric light and power plant.	Permission to operate electric light and power plant at Green City and Greencastle.	Certificate granted Nov. 11.
Oct. 25. ....	Suspension, under Sec. 48 of P. S. C. Law, of C., B. & Q. R. R. Co.'s Freight Tariff No. 9544-F, P. S. C. No. 37.	Suspension of Freight Tariff No. 9544-F, P. S. C. No. 37, naming team track charges at Kansas City.	Order issued Oct. 25, 1913.
Oct. 28. ....	In the matter of ascertaining the valuation of the Ozark Power and Water Co.	Valuation of Ozark Power and Water Co.	Pending.
Oct. 28. ....	In the matter of the valuation of the Missouri Southern R. R.	Valuation of the Missouri Southern R. R.	Pending.
Oct. 28. ....	In the matter of the valuation of the Missouri & North Arkansas R. R.	Valuation of Mo. & N. A. R. R.	Pending.
Oct. 28. ....	In the matter of the valuation of the Cape Girardeau Northern Railway.	Valuation of O. G. N. Ry.	Pending.
Oct. 28. ....	In the matter of the valuation of the Kansas City, Clay County & St. Joseph Railway.	Valuation of the K. C., C. O. & St. J. Ry.	Pending.
Oct. 30. ....	In the matter of proposed increase in telephone rates as shown by schedule of the Sheldon Mutual Telephone Co., filed Sept. 30, 1913, and proposed to be effective Nov. 1, 1913.	Increase of telephone rates at Sheldon.	Pending.
Oct. 30. ....	In the matter of General Order No. 4—Modification of Southwestern T. and T. Co. for hearing and modification of said General Order No. 4.	Hearing and modification of General Order No. 4.	Pending.
Nov. 5. ....	Suspension, under Sec. 48 of P. S. C. Law, of Amendment to Sec. 31 in Supplement 2 to C. & A., P. S. C. Mo. No. 28.	Cancellation of sale of excess baggage scrip.	Pending.

Date, 1913.	Name.	Subject.	Disposal.
Nov. 5.....	In the matter of the valuation of the telephone exchange of the S. W. T. and T. Co. located at Caruthersville.	Valuation of Caruthersville telephone exchange of S. W. T. and T. Co.	Pending.
Nov. 20.....	Application of Jefferson City Light, Heat and Power Co. for authority to purchase and acquire the capital stock of the Jefferson City Bridge and Transit Co.	Sale and purchase of capital stock of the Jefferson City B. and T. Co.	Order issued Nov. 25.
Nov. 28.....	In the matter of the sale of the telephone interests of W. E. Danley & Co. in Andrew county, Missouri, and the purchase thereof by the Andrew County Mutual Telephone Co.	Sale and purchase of telephone interests located at Avenue City to Andrew County Mutual Telephone Co.	Order issued Dec. 16, 1913.
Dec. 4.....	Application of Lee Electric Company to sell and of Rufus E. Lee to buy certain electric properties.	Sale and transfer of certain electric properties in Atchison and Nodaway counties.	Pending.
Dec. 6.....	Suspension of tariffs and supplements of A. T. & S. F. Ry. Co. et al., describing agricultural implements.	Classification of agricultural implements under Secs. 3240 and 3241, R. S. Mo., 1909.	Pending.
Dec. 8.....	Application of Rufus E. Lee for order permitting him to lease certain electric properties to Lee Electric Co., Clarinda, Iowa.	Lease of electrical transmission lines and distributing systems owned by R. E. Lee, in Missouri, to Lee Electric Co.	Pending.
Dec. 8.....	Petition of Chas. E. Stephenson to file rates for water service.	Rates for water service at Butler, Mo.	Suspended for 120 days from Jan. 1, 1914, pending investigation.
Dec. 13.....	In the matter of adopting proposed General Order No. 10, adopting rules governing the construction, maintenance and operation of interlocking plants.	Construction, maintenance and operation of interlocking plants.	Pending.
Dec. 16.....	Application of American Light and Power Co. for order authorizing the exercise of rights and privileges under a franchise or permit in St. Charles county.	Extension of service into St. Charles county.	Order issued Dec. 22, 1913.
Dec. 22.....	In the matter of the investigation and suspension of rates, rentals, charges, regulations and practices of the Southwestern Telegraph and Telephone Co.	Proposed increase of rates in City of St. Louis.	Pending.
Dec. 22.....	In the matter of valuation of the telephone exchange of the Southwestern Telegraph and Telephone Co., located at St. Louis, Mo.	Valuation of property of S. W. T. and T. Co. in St. Louis.	Pending.

Date, 1913.	Name.	Subject.	Disposal.
Dec. 23. ....	Application of Missouri Public Utilities Co., authorizing said Co. to exercise franchises, rights, privileges and permits granted to said Co. by the City of Cape Girardeau, Mo., to operate an electric light plant and system in said city; and for proper order or orders approving an electric light contract and water contract made by said Co. with said city.	To operate water and light plants in Cape Girardeau.	Pending.
Dec. 24. ....	In the matter of obtaining a permit to establish a street or crossing across the right of way of the St. L., I. M. & S. Ry. Co. in the village of Neelyville, County of Butler, State of Missouri.	Establishment of crossing in village of Neelyville.	Pending.
Dec. 29. ....	In the matter of the application of Edward H. Crow for order authorizing transfer of an interest in the franchise and contract with the City of Pleasant Hill, Mo., to furnish electric light and to pump water for said city, passed Nov. 4, 1913, from said E. H. Crow to C. A. Lemp, A. C. Stuever and Joseph Pauley.	Transfer of one-fourth interest in light and water franchise and contract at Pleasant Hill, Mo.	Granted Dec. 29, 1913.
Dec. 30. ....	In the matter of investigation and suspension of ten-ride commutation rate cancelled by C., B. & Q. R. Co.'s F. S. O. No. 30.	Suspension of cancellation of ten-ride commutation tickets.	Pending.
Dec. 31. ....	Missouri Pacific Railway wreck by collision of westbound passenger train No. 31 and eastbound local freight train No. 98, on December 25, 1913.	Collision of freight and passenger trains on River Route, near Boonville, Mo.	Pending.

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**APPENDIX E.**

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**Informal Complaints.**

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(107)

Date, 1913.	Name.	Subject.	Disposal.
Mar. 4.....	Union Audit Co. v. St. L. & S. F. R. R. Co.	Overcharge on shipment of machinery.	Pending.
Apr. 15.....	Taylor & Patton Co. v. M., K. & T. Ry. Co.	Overcharge on shipment of corn, through failure to apply State rates.	Complainant asked to file formal complaint under rules.
May 3.....	Geo. W. Graham v. St. L. & S. F. R. R. Co.	Overcharge in passenger fare.	Refund made May 16, 1913.
May 6.....	Rothschild & Goldstein v. St. L. & S. F. R. R. Co.	Overcharge on shipment of junk.	Refund acknowledged Aug. 15, 1913.
May 7.....	Pickrel Walnut Co. v. Mo. Pac. Ry. Co.	Overcharge on walnut logs.	Refund acknowledged June 6, 1913.
May 12.....	Mrs. M. Craig v. O., R. I. & P. Co.	Inadequate train service at Bayfield.	Complainant asked to file formal complaint.
May 13.....	Walter Ridgway v. M., K. & T. and W. U. Tel. Co.	Refusal to establish up-town telegraph office or to maintain telegraph service at railway station after 5 p. m.	Complainant asked to file formal complaint.
May 14.....	Louis Ernest v. O., P. & Ste. G. Ry.	Excessive storage charges.	Closed for lack of information May 29, 1913.
May 14.....	W. K. Hunter & Co. v. O., R. I. & P. Ry. Co.	Overcharge on car of flax.	Refund acknowledged June 25, 1913.
May 17.....	Miller Wagon Co. v. Q., O. & K. C. R. R. Co.	Proposed removal of switch track to industry.	Adjusted by agreement May 27, 1913.
May 17.....	G. O. Weatherby, Pros. Atty., Adair Co., I. & St. L. Ry. Co. v.	Depot facilities at Youngstown.	Dropped by complainant July 25.
May 19.....	D. M. McOlanahan v. Union Depot B. & T. R. R. Co.	Excessive charge for vehicles crossing bridge at Kansas City.	Complainant asked to file formal complaint.

Date, 1913.	Name.	Subject.	Disposal.
May 21.....	W. O. Butler v. M., K. & T. Ry. Co.	Delay in handling freight.	Dismissed, record showing freight was promptly forwarded.
May 21.....	Travelers Protective Ass'n, Mo. Div., v. Railroads.	Excess baggage and storage rates.	Adjusted by carriers filing tariffs in accordance with rates prescribed by law.
May 24.....	J. H. Robertson Produce Co. v. St. L. & S. F. R. R. Co.	Excessive rate on green apples.	Complainant advised no overcharge June 6, 1913.
May 24.....	Evans & Howard Fire Brick Co. v. St. L. & S. F. R. R. Co.	Refusal to apply brick rate to mixed shipments of brick and hollow building tile.	Adjusted by defendant agreeing to so apply and protect said rate.
May 26.....	Mrs. Mary F. Johnson v. C., M. & St. P. Ry. Co.	Overcharge on shipment of electric fixtures.	Refund acknowledged Aug. 27, 1913.
May 27.....	Hunkins-Willis Lime and Cement Co. v. St. L. & S. F. R. R. Co.	Excessive rates on cement shipments.	Rate adjustment acknowledged July 3, 1913.
May 28.....	Pickrel Walnut Co. v. M., K. & T. Ry. Co.	Overcharge on shipment of walnut logs.	Failure of shipper to advise agent of quality of logs prevented refund.
May 29.....	T. P. A., Mo. Div., v. Wabash R. R. Co.	Insufficient equipment on Train No. 51.	Extra equipment provided July 1, 1913.
May 30.....	City of Boonville v. Mo. Pac. Ry. Co.	Dangerous crossings.	Electric alarm bells provided June 26, 1913.
May 30.....	Prosecuting Attorney v. St. L., K. & S. E. Ry. Co.	Use of non-air cars and failure to provide brakeman.	Company advised all cars have air-brakes, but business not sufficient to require brakeman.
June 2.....	Sizer & Kemp v. M. & K. Telephone Co.	Discrimination in telephone rates.	Complainants advised to file formal complaint.
June 4.....	Liquid Tire Tonic Co. v. Railroads.	Improper classification of tire tonic.	Advised to file formal complaint.

Date, 1913.	Name.	Subject.	Disposal.
June 4.....	Public Service Commission. v. Mo. Pac. Ry. Co.	Method of computing passenger fare.	Pending.
June 4.....	I. L. Smith et al. v. St. L., I. M. & S. Ry.	Excessive fare on Doniphan branch.	Transferred to formal docket.
June 5.....	Adjutant-General v. Mo. Pac. Ry. Co.	Excessive passenger fare for National Guard Encampment.	Closed for lack of jurisdiction.
June 5.....	R. L. Kay v. Mo. Pac. Ry.	Excess passenger fare.	Dropped by complainant.
June 6.....	Dr. H. B. Adkins v. Weston Telephone System.	Excessive telephone tolls and discrimination.	Advised to file formal complaint.
June 9.....	St. Marys Mill Co. v. St. L. & S. F. R. R. Co.	Rate on coal from Illinois fields.	Advised matter is interstate, therefore for I. O. C.
June 9.....	Citizens of Plattsburg v. Q., O. & K. O. R. R.	Inconvenient train service.	Dropped by complainants.
June 9.....	W. B. Calvert et al. v. Clinton L. and W. Co.	Insufficient service and excessive rates.	Transferred to formal docket.
June 11.....	Dr. L. A. Baran v. Southwestern T. and T. Co.	Insufficient service and unsatisfactory rates.	Adjusted July 23, 1913.
June 12.....	J. B. Hubbard v. Wabash R. R. Co.	Dangerous crossing near Clark, Mo.	Adjusted June 23, 1913.
June 13.....	Central Freight Association v. Public Service Commission.	Interpretation of section 29, P. S. O. Law— filing of tariffs.	Covered by Circular No. 4.
June 18.....	Wm. Leukart, Manager Schaefer Farm, v. St. L., I. M. & S. Ry.	Failure to provide agent at Hopewell.	Company agreed to install agent July 7, 1913.



Date, 1913.	Name.	Subject.	Disposal.
June 21.....	A. F. Collier v. St. L. & S. F. R. R. Co.	Train service at Mountain Grove.	Advised to file formal complaint.
June 21.....	A. F. Collier v. St. L. & S. F. R. R. Co.	Dangerous crossings near Mountain Grove.	Complaint withdrawn.
June 26.....	J. E. Bogart v. Wells, Fargo & Co. Express.	Express service at Huntville, Mo.	Dropped by complainant July 15, 1913.
June 26.....	Henry Bowlin v. Mo. Pac. Ry. Co.	Train service at McGirka.	Adjusted June 29, 1913, by stopping train No. 2.
June 27.....	Garden City Buggy Co. v. K. O., O. O. & S. Ry. Co.	Improper classification and rating of buggy shafts.	Advised interstate shipment, therefore for I. O. O.
June 30.....	A. S. Ennis v. St. L. & S. F. R. R. Co.	Change of passenger train service.	Withdrawn July 8, 1913.
June 30.....	People's League v. United Ry. Co.	Unsatisfactory transfer service.	Adjusted July 7, 1913.
June 30.....	People's League v. S. W. T. and T. Co.	Unsatisfactory telephone service and charges.	Advised to file formal complaint.
July 4.....	Pederson-Lathrop Grain Co. v. C., B. & Q. R. R. Co.	Overcharge on grain.	Interstate—no jurisdiction.
July 7.....	Charles V. Garnett v. Mo. Pac. Ry.	Excess passenger fare.	Refund acknowledged July 17, 1913.
July 12.....	Concordia Produce Co. et al. v. Mo. Pac. Ry. Co.	Inadequate depot service.	Adjusted July 21, 1913.
July 14.....	R. S. Browne v. M. R. & B. T. Ry.	Overcharge on excess baggage.	Refund acknowledged Aug. 11, 1913.

Date, 1913.	Name.	Subject.	Disposal.
July 15.....	E. S. Younkers v. Savannah E. L. & P. Co.	Refusal to extend electric light service.	Advised to file formal complaint.
July 15.....	T. M. Ohinn v. C. & A. R. R. Co.	Excess passenger fare when paid on trains.	Adjusted by Conference Ruling No. 9.
July 16.....	J. S. Klingenberg & Son v. Mo. Pac. Ry. Co.	Failure to furnish cars as ordered.	Adjusted July 24, 1913.
July 17.....	D. B. Pigg v. M., K. & T. Ry. Co.	Failure to furnish cars as ordered.	Pending.
July 17.....	Rev. B. Marvin Harris v. Buffum Telephone Co.	Change of service at Paynesville.	Adjusted July 26, 1913.
July 19.....	Henry Bernd v. St. L. & S. F. and O. G. N. R. R.	Station facilities at Perryville Jct.	Adjusted July 22, 1913.
July 22.....	David Johnston v. City of Windsor.	Unsatisfactory water service and rates.	Disposed of at Conference Aug. 1, 1913.
July 22.....	Joel T. Morris et al. v. Ozark Bell Tel. Co. et al.	Discrimination, unsatisfactory telephone rates and service.	Transferred to formal docket.
July 25.....	A. N. Bauman v. U. S. Express-Co.	Delay in handling bread shipments at Ste. Genevieve.	Adjusted July 31, 1913.
July 26.....	Rex Pharmacy Co. v. Frisco Lines.	Unjust storage charges.	Refund ordered Oct. 29, 1913.
July 28.....	H. H. Hughes v. K. C., C. & S. Ry. Co.	Excessive rate on cordwood.	Advised to file formal complaint.
July 28.....	M. F. Parker v. City Water Co.	Inadequate water service and excessive rates at Pleasant Hill.	Transferred to formal docket.

Date, 1913.	Name.	Subject.	Disposal.
July 30.....	H. A. Branson v. St. L. & S. F. R. R. Co.	Depot facilities at Keyaville.	Adjusted Aug. 15, 1913.
Aug. 4.....	Isaac Motter v. M. & K. Telephone Co.	Advance in telephone rates at St. Joseph.	Advised to file formal complaint.
Aug. 7.....	Canton Fish Market v. Adams Express Co.	Delay in handling fish shipments.	Interstate shipments, therefore matter for I. C. O.
Aug. 7.....	Dierks Lumber and Coal Co. v. St. L. & S. F. R. R. Co.	Overcharge on shipments of ties.	Advised to file formal complaint.
Aug. 13.....	Alex Graves, Jr., v. O., R. I. & P. Ry. Co.	Failure to furnish cars as ordered.	Withdrawn Oct. 15, 1913.
Aug. 14.....	George F. Carney, v. O., R. I. & P. Ry. Co.	Train service at Eugene.	Advised to file formal complaint.
Aug. 16.....	Rev. B. D. Sipple v. M., K. & T. and Wabash R. Rs.	Train connection at Moberly for Fayette.	Dropped by complainant Sept. 2, 1913.
Aug. 20.....	G. O. Nations v. M. R. & B. T. R. R.	Failure to post bulletin boards.	Adjusted Aug. 27, 1913.
Aug. 21.....	Citizens of Steelville v. St. L. & S. F. R. R. Co.	Train service on Salem Branch.	Transferred to formal docket.
Aug. 22.....	H. F. Kircher v. O., B. & Q. R. R. Co.	Team track storage charges.	Transferred to formal docket by suspending W. T. L. Circular No. 1-J.
Aug. 23.....	Winona Hardware Co. v. St. L. & S. F. R. R. Co.	Service on Current River Branch.	Dropped by complainants Aug. 30, 1913.
Aug. 25.....	Anton Kemmer v. Mo. Pac. Ry. Co.	Refusal to deliver freight.	Dropped by complainant Nov. 3, 1913.

Date, 1913.	Name.	Subject.	Disposal.
Aug. 26.....	Jerry M. Jeffries, Pros. Atty. v. O. & A. R. R. Co.	Dangerous highway crossing near Higbee.	Adjusted Dec. 6, 1913.
Aug. 28.....	J. Rautenstrauch v. City Light and Traction Co.	Services and charges for light service at Sedalia.	Transferred to formal docket.
Aug. 28.....	C. B. Farish M. & K. Telephone Co.	Change in rates at St. Joseph.	Complainant advised to file formal complaint.
Aug. 29.....	B. Johnson & Son v. St. L. & S. F. R. R. Co.	Excessive rates on ties.	Transferred to formal docket.
Aug. 29.....	W. E. Walker v. Mo. Pac. Ry.	Train service at Lamonte.	Dropped by complainants Sept. 13, 1913.
Aug. 30.....	W. H. Phelps v. St. L., I. M. & S. and St. L. & S. F. R. Rs.	Violation of hours of service law.	Transferred to formal docket.
Aug. 30.....	T. P. Gordon Commission Co. M. & K. Telephone Co.	Change of rates at St. Joseph.	Dropped by complainant Sept. 26, 1913.
Sept. 1.....	Albany Bottling Works v. O., B. & Q. R. R. Co.	Delay in handling shipments at Albany.	Dropped by complainants Oct. 21, 1913.
Sept. 2.....	Curtis & White v. Home Electric Co.	Excessive rates for electric service at New Franklin.	Adjusted Sept. 8, 1913.
Sept. 2.....	Edw. E. McGinnis v. Ft. S. & N. L., H., W. & P. Co.	Excessive water rates.	Pending.
Sept. 3.....	J. F. Schroeder M. & K. Telephone Co.	Excessive telephone charge between Leoda exchange and Kansas City.	Dropped by complainant Sept. 23, 1913.
Sept. 5.....	Concordia Creamery Co. v. Wells, Fargo & Co. Express.	Inadequate free delivery express service at Concordia.	Dropped by complainant Oct. 15, 1913.

Date, 1913.	Name.	Subject.	Disposal.
Sept. 6.....	F. M. Sparks v. Joplin Water Co.	Unsatisfactory meter service.	Pending.
Sept. 9.....	A. M. Watts v.	Overcharge on shipment of hay.	Pending.
Sept. 9.....	St. L. & S. F. R. R. Co. v.	Failure to apply continuous mileage.	Interstate—no jurisdiction.
Sept. 9.....	Cairo Commercial Club v.	Overcharge on shipment of brick.	Interstate shipment, therefore matter for I. O. C.
Sept. 9.....	St. L., I. M. & S. and St. L. S. W. Railways. v.	Double-deck cars for sheep.	Adjusted Dec. 10, 1913.
Sept. 11.....	Wm. McCubbin v.	Overcharge on passenger fare.	Refund acknowledged Sept. 24, 1913.
Sept. 11.....	C., M. & St. P. Ry. v.	Discontinuance of free delivery express service at Lebanon.	Complainant advises service re-established Oct. 24, 1913.
Sept. 12.....	Clay-Robinson & Co. v.	Inadequate service at Dealage.	Complainant acknowledges satisfaction Oct. 6, 1913.
Sept. 12.....	C., B. & Q. R. R. Co. v.	Discontinuance of toll service from hotel and excessive rates at Golden City.	Pending.
Sept. 12.....	Mollie Wynne v.	Overcharge on demurrage at Corning.	Refund ordered Oct. 23, 1913.
Sept. 12.....	Wabash R. R. Co. v.	Overcharge on shipment of spokes.	Dismissed; no overcharge shown.
Sept. 12.....	Magnetic Ice Co. v.	Overcharges on shipment of three pianos, through failure to make proper delivery.	Adjusted Oct. 21, 1913.
Sept. 12.....	U. S. Express Co. v.		
Sept. 13.....	Rev. Joseph Oasey v.		
Sept. 13.....	Lead Belt & Farmington Telephone Co. v.		
Sept. 13.....	H. E. Surbrugg v.		
Sept. 14.....	Golden City Telephone Co. v.		
Sept. 14.....	M. A. Rundle v.		
Sept. 16.....	C., B. & Q. R. R. Co. v.		
Sept. 16.....	Keller & Tamm Mfg. Co. v.		
Sept. 17.....	St. L., I. M. & S. Ry. v.		
Sept. 17.....	The Citizen-Democrat v.		
Sept. 17.....	Wells, Fargo & Co. Express. v.		

Date, 1913.	Name.	Subject.	Disposal.
Sept. 18. ....	Okey & Pettijohn v. O., B. & Q. R. R. Co.	Excessive demurrage charges.	Interstate—no jurisdiction.
Sept. 20. ....	A. B. Diehr, County Surveyor, v. M., K. & T. Ry. Co.	Grading at public crossing between Eye and Deerfield, on line of defendant in Vernon county.	Advised to file formal complaint.
Sept. 21. ....	Hydraulic Press Brick Co. v. Wabash R. R.	Application of continuous mileage.	Handled under Conference Ruling No. 8.
Sept. 23. ....	Schmerhorn Bros. Co. v. Kansas City Electric Co.	Excessive charge for fan service.	No overcharge shown; dismissed Sept. 25, 1913.
Sept. 23. ....	W. G. Easley et al. v. M., K. & T. Ry. Co.	Closing station at Rutland.	Station reopened Sept. 30, 1913.
Sept. 23. ....	Aurora Milling Co. v. St. L. & S. F. R. R. Co.	Overcharge on shipment of flour.	Refund acknowledged Oct. 30, 1913.
Sept. 25. ....	Dr. C. R. Woodson v. Clinton County Telephone Co.	Unsatisfactory telephone service.	Adjustment made Nov. 11, 1913.
Sept. 25. ....	Wm. Leukart, Manager Schafer Farms, v. Wells, Fargo & Co. Express.	Overcharge on and unsatisfactory handling of express at Hopewell.	Adjusted Nov. 12, 1913.
Sept. 25. ....	Albert L. Jones v. St. L., I. M. & S. Ry.	Excess passenger fare paid on train.	Dropped by complainant Sept. 25, 1913.
Sept. 26. ....	John R. Oarr v. St. L. & H. Ry. Co.	Use of industry track.	Advised to file formal complaint.
Sept. 29. ....	John Amend v. Mo. Pac. Ry.	Insufficient fencing of right of way.	Adjusted Oct. 26, 1913.
Sept. 29. ....	Rev. Finton Kramer v. Ft. S. & N. L., H., W. & P. Co.	Extra meter deposit.	Pending.

Date, 1913.	Name.	Subject.	Disposal.
Oct. 2.....	J. A. Francis, Jr., St. L. & S. F. R. R. Co. and Mo. Southern R. R. Co.	Delay in handling freight.	Dismissed for want of specific information.
Oct. 3.....	Brown-DeField Grain Co. St. L., I. M. & S. Ry.	Unjust demurrage charges.	Refund acknowledged Oct. 30, 1913.
Oct. 4.....	E. P. Tucker Marshfield Electric Light Co.	Excessive charge for service.	Refund acknowledged Oct. 8, 1913.
Oct. 4.....	Blankenship Drug Co. St. L. & S. F. R. R. Co.	Overcharge on shipments of drugs.	Adjustment ordered Oct. 29, 1913.
Oct. 5.....	E. W. Deane St. Joseph Water Co.	Excessive charges.	Refund acknowledged Oct. 27, 1913.
Oct. 6.....	Anna Brown O., B. & Q. R. R. Co.	Excessive passenger fare.	Refund acknowledged Oct. 18, 1913.
Oct. 8.....	Holt-Taylor Merc. Co. O. & A. R. R. Co.	Excessive rates on wire, etc.	Adjusted Oct. 31, 1913.
Oct. 9.....	C. M. Cady et al. St. L., I. M. & S. Ry.	Condition of track near Granite Bend.	Transferred to Inspections.
Oct. 9.....	Silas R. Lewis A., T. & S. F. Ry.	Excess baggage charge.	Closed by Conference Ruling No. 8.
Oct. 11.....	W. M. Martin, Mayor of Nevada, Ft. S. & N. L., H., W. & P. Co.	Excessive charges.	Pending.
Oct. 15.....	E. F. Eckhoff Mo. Pac. Ry. Co.	Telephone in station at Boles.	Dismissed for want of jurisdiction; no ex- change at Boles.
Oct. 15.....	E. L. Benick St. L., I. M. & S. Ry.	Discrimination in use of loading yards at Reeds Spring.	Adjusted Nov. 27, 1913.

Date, 1913.	Name.	Subject.	Disposal.
Oct. 15.....	G. W. Baumhoff v. Mo. Pac. Ry.	Dangerous crossing at Quinette Road, St. Louis county.	Electric alarm bell installed Nov. 14, 1913.
Oct. 15.....	T. M. Petterson v. U. S. Express Co.	Rate on soda pop.	Pending.
Oct. 17.....	Ben Copeland v. Mo. Southern R. R.	Improper loading and insufficient equipment of passenger trains.	Complainant advised to file formal complaint.
Oct. 18.....	J. C. Bradley et al. v. I. & St. L. Ry. Co.	Inadequate depot facilities at South Gifford.	Complainants advised to file formal complaint.
Oct. 20.....	Winona Hardware Co. v. St. L. & S. F. R. R. Co.	Train service on Current River Branch.	Adjusted October 31, 1913.
Oct. 20.....	Public Service Commission v. Enterprise Telephone Co.	Discrimination in service.	Free service furnished under contract Oct. 22, 1913.
Oct. 20.....	Rev. F. P. Schmid et al. v. C. G. W. and Wabash R. Rs.	Depot facilities at Conception Jct.	Pending.
Oct. 20.....	H. H. Hinton v. St. L., I. M. & S. Ry.	Delay in handling freight in package car for Allenville and Jackson.	Adjusted Nov. 28, 1913.
Oct. 22.....	Chas. Higgins v. St. L. & S. F. R. R. Co.	Failure to provide suitable fencing, and delay in handling claims for stock killed; also lack of crossing at farm.	Adjusted Nov. 26, 1913.
Oct. 22.....	J. U. White v. St. L., I. M. & S. Ry.	Overcharge on cow shipped to Piedmont.	Pending.
Oct. 22.....	M. A. Rundle v. Oralg Telephone Co.	Refusal to furnish telephone service.	Pending.
Oct. 23.....	Edward Jenkins v. Wabash R. R. Co.	Overcharge on cattle.	Pending.



Date, 1913.	Name.	Subject.	Disposal.
Oct. 24. ....	Clarksburg Telephone Ex. et al. v. Monteau Telephone Co.	Withdrawal of service.	Advised to file formal complaint.
Oct. 24. ....	Barnett Telephone Co. v. Latham Telephone Co.	Withdrawal of service.	Advised to file formal complaint.
Oct. 24. ....	Joseph Ratcliff v. E. M. Carter.	Telephone service at Barnett.	Pending.
Oct. 25. ....	H. J. Emerson v. M. & K. Telephone Co.	Charge for removal of telephone upon change of residence.	Dropped by complainant.
Oct. 25. ....	E. L. Pigg et al. v. Wabash R. R. Co.	Train service at Missouri City.	Adjusted Nov. 15, 1913.
Oct. 25. ....	Chas. Rippin v. M., K. & T. Ry. Co.	Rate on grain, McKittrick to St. Louis.	Complainant asked to present expense bill for refund Oct. 31, 1913.
Oct. 27. ....	H. B. Lessley v. M., K. & T. Ry.	Closing of agency at Burton, Mo.	Reopened Nov. 4, 1913.
Oct. 27. ....	W. H. Fleming v. St. L. & S. F. R. R. Co.	Excessive passenger fare.	Refund acknowledged Nov. 24, 1913.
Oct. 28. ....	H. C. Jeffers v. C. & A. R. R. Co.	Excessive passenger fare.	Dismissed for lack of specific information Nov. 17, 1913.
Oct. 28. ....	Paul R. Kemble v. St. L. & S. F. R. R. Co.	Inadequate fencing of right of way between Jeffery Station and Holmes Park.	Adjusted Nov. 25, 1913.
Oct. 29. ....	W. R. McCleary et al. v. St. L. & S. F. R. R. Co.	Train service at Fink, Mo.	Referred to complainants for further action Dec. 3, 1913.
Oct. 29. ....	Williams & George v. C. & A. R. R. Co.	Excessive switching charges on sand.	Refund ordered Dec. 29, 1913.

Date, 1913.	Name.	Subject.	Disposal.
Oct. 29.....	Citizens of Missouri City v. Wabash R. R. Co.	Inadequate passenger train service.	Adjusted Dec. 3, 1913.
Oct. 29.....	Citizens of Malden v. St. L. S. W. Ry. Co.	Handling of passenger trains at Malden.	Adjusted Nov. 17, 1913.
Oct. 29.....	Abeles & Taussig v. C. G. N. and St. L. & S. F. R. R.	Refusal to apply continuous mileage.	Pending.
Oct. 30.....	William Koenig v. Electric Co. of Mo.	Line extension charges.	Adjusted Nov. 13, 1913.
Oct. 31.....	Larey & Roark v. Mo. Pac. Ry.	Depot service at Hughesville.	Adjusted Nov. 17, 1913.
Nov. 3.....	Max Rice v. Mo. Pac. Ry. Co. and Pullman Co.	Excessive charge for berth, Jefferson City to St. Louis.	Refund acknowledged Nov. 11, 1913.
Nov. 4.....	Prairie Gas and Electric Co. v. Mo. Pac. Ry. Co.	Overcharge on crushed stone.	Satisfaction acknowledged Dec. 8, 1913.
Nov. 5.....	E. P. Stubbs v. M. & K. Telephone Co.	Discontinuance of four-party line service at Chillicothe.	Pending.
Nov. 6.....	Hilbard-Spencer-Bartlett Co. v. Railroads.	Interpretation of Sec. 3182, R. S. Mo., 1909.	Closed Dec. 1, 1913.
Nov. 7.....	G. W. Scoggin v. S. W. T. and T. Co.	Refusal to reinstate telephone service at Glover, Mo.	Pending.
Nov. 7.....	J. B. Ellis v. C., B. & Q. R. Co. and Adams Express Co.	Delay in handling express at Elsberry.	Dropped by Complainant Nov. 18, 1913.
Nov. 11.....	W. E. Carter v. C. & A. R. R. Co.	Overcharge in passenger fare.	Refund made Dec. 6, 1913.

Date, 1913.	Name.	Subject.	Disposal.
Nov. 12. ....	Pickrel Walnut Co. v. St. L. & S. F. R. R. Co.	Overcharge on walnut logs, Coffman to St. Louis.	Pending.
Nov. 13. ....	Christopher-Thurber Gro. Co. v. M. & K. Telephone Co.	Discrimination and exorbitant rates at Trenton, Mo.	Advised to file formal complaint.
Nov. 14. ....	S. David v. St. L. & S. F. R. R. Co.	Cutting off tubes in boilers and letting them remain in boilers and replace with pockets.	No law violated under conditions shown—Dec. 6, 1913.
Nov. 15. ....	Citizens of Canalou v. St. L. & S. F. R. R. Co.	Depot facilities.	Additional box car for freight house furnished Nov. 18, 1913.
Nov. 15. ....	Coen Bldg. Material Co. v. St. L. & S. F. and C., B. & Q. R. R. Cos.	Overcharge on mine screenings and chata.	Expense bill returned, as movement was interstate.
Nov. 17. ....	F. M. Brinson v. A., T. & S. F. Ry. Co.	Unjust team track storage charge.	Refund acknowledged Dec. 1, 1913.
Nov. 19. ....	Commercial Club of Parkville, C. P. Breen, Sec'y, v. C., B. & Q. R. R. Co. and C., R. I. & P. Ry. Co.	Train service at Parkville.	Advised to file formal complaint.
Nov. 20. ....	City of Windsor v. M., K. & T. Ry. Co.	Inadequate lighting of depot and platform at Windsor.	Pending.
Nov. 20. ....	Webb City-Joplin Concrete Supply Co. v. St. L. & S. F. R. R. Co.	Rate on chata.	Pending.
Nov. 20. ....	Wyeth Hardware and Mfg. Co. v. Railroads.	Mixed carload shipments.	Pending.
Nov. 21. ....	E. J. Miller v. West St. Louis W. and L. Co.	Excessive water rates.	Pending.
Nov. 21. ....	Jno. E. Lundy v. C., B. & Q. R. R. Co.	Service on line and at Napier.	Pending.

Date, 1912

Date, 1912	Complainant	Subject	Diagonal
Oct. 20, .....	Citizens of Kansas City	Leads, and passenger train service.	Adjusted Dec. 3, 1913.
Oct. 20, .....	Wardman E. E. Co.	Handling of passenger trains at Madison.	Adjusted Nov. 17, 1913.
	Citizens of Madison	Refusal to supply continuous mileage.	Pending.
	St. L. & N. W. Ry. Co.	Line extension charges.	Adjusted Nov. 13, 1913.
	Abelen & Tanning	Depot service at Hughsville.	Adjusted Nov. 17, 1913.
	G. N. and St. L. & E. W. R. Ry.	Excessive charge for berth, Jefferson City to St. Louis.	Refund acknowledged Nov. 11, 1913.
	Sam Kennedy	Overcharge on crushed stone.	Satisfaction acknowledged Dec. 8, 1913.
	Co. of Mo.	Discontinuance of four-party line service at Chillicothe.	Pending.
	Rock	Interpretation of Sec. 3182, R. S. Mo., 1909.	Closed Dec. 1, 1913.
	and Pullman Co.	Refusal to reinstate telephone service at Glover, Mo.	Pending.
	Electric Co.	Delay in handling express at Elsberry.	Dropped by Complainant Nov. 18, 1913.
			Refund made Dec. 6, 1913.

Dec.	A. v. Louis (		
Dec. 3.	Miller Brother.		
Dec. 3.	Wabash R. R. Co. L. M. Hunter		
Dec. 3.	Q., O. & K. C. R. R. W. H. Barnes		
Dec. 3.	Mo. Pac. Ry. Co. Winter Brothers		
Dec. 3.	U. S. Express Co. Jno. W. Bruce et al.		
Dec. 4.	A., T. & S. F. Ry. Co. Stark Brothers N. and O. Co.		
Dec. 6.	Louisiana L., P. and T. Co. Uel W. Lamkin		
Dec. 6.	M., K. & T. Ry. Co. Arthur Oline		
Dec. 8.	Lawrence County L., W. and O. S. Co. Robert Rice, Supt. C., B. & Q. R. R. Wells, Fargo & Co. Express.		
		Rates and service at Louisiana, Mo.	
		Train connection at McBaine.	
		Discrimination in rates and deposit.	
		Damage to shipment.	
		Switching charges on.	
		Rates and service at Louisiana, Mo.	
		Train connection at McBaine.	
		Discrimination in rates and deposit.	
		Damage to shipment.	

AGV. R.

Pending.

Advised to file formal complaint.

Pending.

Date, 1913.	Name.	Subject.	Disposal.
Nov. 22.....	M. B. Shearer v. Sweet Springs E. L., P. & W. W. Co.	Excessive rates.	No overcharge.
Nov. 24.....	J. G. W. Fischer et al. v. C. & A. R. R. Co.	Additional crossing at Alma, Mo.	Advised to file formal complaint.
Nov. 24.....	Citizens of Rushville v. C., R. I. & P. Ry. Co. et al.	Train service.	Advised to file formal complaint.
Nov. 24.....	Citizens of Aurora Springs v. Mo. Pac. Ry. Co.	Removal of agent and closing of depot.	Caretaker provided Dec. 8, 1913.
Nov. 24.....	W. A. Zelnicker Supply Co. v. Mo. Pac. Ry. Co.	Overcharge on rails, St. Louis to Atlas.	Refund acknowledged Dec. 27, 1913.
Nov. 26.....	Abeles & Taussig v. St. L. & S. F. & Paragould & Memphis R. R.	Overcharge on ties, under expense bills 1673, 1794 and 1795.	Pending.
Nov. 28.....	Alfred Riske, County Surveyor, v. Wabash R. R. Co.	Rate on gravel.	Covered by Conference Ruling No. 8.
Nov. 28.....	Walter L. Ross v. Railroads.	Passenger fare for interstate journeys.	Interstate—no jurisdiction.
Nov. 28.....	Wyeth Hardware and Mfg. Co. v. Railroads.	Mixed carload shipments.	Pending.
Nov. 28.....	H. I. Ward v. St. Charles Electric Light and Power Co.	Failure to keep schedule of rates on file in office for public inspection.	Pending.
Dec. 1.....	Edward Jenkins v. Wabash R. R. Co.	Overcharge on cattle through application of interstate rates.	Pending.
Dec. 1.....	Pickrel Walnut Co. v. St. L. & S. F. R. R. Co.	Overcharge on walnut logs, Coffman to St. Louis.	Pending.

Date, 1913.	Name.	Subject.	Disposal.
Dec. 2.....	Wolff Milling Co. v. St. L. & S. F. and Mo. Pac. R. R.	Application of State rates to interstate movements.	Advised State rates not applicable to interstate hauls.
Dec. 2.....	F. M. Brinson v. A., T. & S. F. Ry. Co.	Absorption of switching charges on coal at St. Joseph.	Pending.
Dec. 2.....	A. A. Tucker v. St. Louis Commission Co.	Delay in settlement.	Advised this Department has no jurisdiction over commission companies.
Dec. 3.....	Miller Brothers v. Wabash R. R. Co.	Excessive rate on mill feed.	Pending.
Dec. 3.....	L. M. Hunter v. Q., O. & K. C. R. R.	Demurrage.	Pending.
Dec. 3.....	W. H. Barnes v. Mo. Pac. Ry. Co.	Train service on Washington accommodation.	Pending.
Dec. 3.....	Winter Brothers v. U. S. Express Co.	Rate on poultry and eggs from C. G. N. stations.	Pending.
Dec. 3.....	Jno. W. Bruce et al. v. A., T. & S. F. Ry. Co.	Switching charges on coal at St. Joseph.	Advised to file formal complaint.
Dec. 4.....	Stark Brothers N. and O. Co. v. Louisiana L., P. and T. Co.	Rates and service at Louisiana, Mo.	Advised to file formal complaint.
Dec. 6.....	Uel W. Lamkin v. M., K. & T. Ry. Co.	Train connection at McBaine.	Pending.
Dec. 6.....	Arthur Oline v. Lawrence County L., W. and C. S. Co.	Discrimination in rates and deposit.	Advised to file formal complaint.
Dec. 8.....	Robert Rice, Supt. C., B. & Q. R. R. v. Wells, Fargo & Co. Express.	Damage to shipment.	Pending.

Date, 1913.	Name.	Subject.	Disposal.
Dec. 8.....	Enterprise Sand Co. v. M., K. & T. Ry. Co.	Sand rates.	Pending.
Dec. 8.....	James T. Penn v. West St. Louis W. and L. Co.	Rates and service in St. Louis county.	Pending.
Dec. 8.....	Florian Volz v. West St. Louis W. and L. Co.	Rates and service in St. Louis county.	Pending.
Dec. 9.....	W. A. Zelnicker Supply Co. v. St. L. & S. F. R. Co.	Excessive rate on rails.	Advised to file formal complaint.
Dec. 9.....	Evans & Howard Fire Brick Co. v. St. L. & S. F. R. Co.	Rate on brick, St. Louis to Flat River.	Advised to file formal complaint.
Dec. 9.....	Guggenheim Brothers v. Mo. Pac. Ry.	Rate on poultry, Dexter to Chicago.	Interstate—no jurisdiction.
Dec. 9.....	City of Moberly v. Wabash R. R. and M., K. & T. Ry.	Protection of crossing at Wightman Ave.	Pending.
Dec. 9.....	E. W. Springer v. Municipal Electric Lighting plant at Independence.	Minimum charge for light.	Charge made in accordance with rates filed.
Dec. 10.....	Himmelberger-Harrison Lumber Co. v. St. L. & S. F. R. Co.	Switching charges at Kansas City.	Advised to file formal complaint.
Dec. 12.....	R. P. Atwood & Co. v. Railroads.	Rates on hay.	Advised to file formal complaint.
Dec. 13.....	L. F. Tatum et al. v. St. L. & S. F. R. Co.	Train service from Clarkton and Malden to Kennett.	Pending.
Dec. 13.....	Citizens of Blendon Place v. United Railways Co.	To stop cars on Market St. line at Blendon Place.	Pending.



Date, 1913.	Name.	Subject.	Disposal.
Dec. 13.....	A. L. Betz	Telephone service at residence in St. Louis.	Pending.
Dec. 13.....	S. W. T. and T. Co.	Discrimination in rates by additional charge for "pin service" or tax.	Charges made in accordance with rates filed.
Dec. 13.....	George W. Transue v. Clinton County Telephone Co.	Raise in rates.	Pending.
Dec. 13.....	J. B. Ellis, for J. M. Gibson & Son, S. W. T. and T. Co.	Collection of rates in St. Joseph.	Advised to file formal complaint.
Dec. 13.....	E. L. McDonald M. & K. Telephone Co.	Express rates.	Pending.
Dec. 15.....	Benefield Egg and Poultry Co. Express Companies.	Delay in delivery of C., B. & Q. car 103075.	Delivery advised Dec. 17, 1913.
Dec. 15.....	Champion Feed Co. v. Mo. Pac. Ry. Co.	Train service from Armstrong, Mo., to St. Louis, Kansas City and Chicago.	Pending.
Dec. 15.....	S. Yancy, Jr., C. & A. R. R. Co.	Depot at Bigelow.	Pending.
Dec. 16.....	Public Service Commission v. C., B. & Q. R. R. Co.	Marking L. C. L. shipments.	Transferred to formal docket.
Dec. 16.....	Blackmer & Post Pipe Co. v. Western Classification.	Ties—O. G. P. & G. N. and St. L. & S. F.— St. L. & S. F. car 34446.	Pending.
Dec. 17.....	Murphy Tie Co. v. St. L. & S. F. R. R. Co.	Spur track to industry.	Adjusted Dec. 29, 1913.
Dec. 18.....	Napoleon Mill and Elevator Co. v. Mo. Pac. Ry. Co.	Cancellation of brick rates.	Pending.
Dec. 18.....	Public Service Commission v. Hosmer's Tariff.		

Date, 1913.	Name.	Subject.	Disposal.
Dec. 18.....	Dr. J. A. Hill v. M., K. & T. Ry. Co.	Refund on 500 mileage book No. F105, No. 8007.	Refund acknowledged Dec. 24, 1913.
Dec. 20.....	F. S. Ohlton v. St. L., I. M. & S. Ry.	Inconvenient dinner hour of agent.	Pending.
Dec. 22.....	J. Alexander v. West St. Louis L. & W. Co.	Rates on water.	Pending.
Dec. 22.....	Morgan Armstrong v. United Telephone Co.	Service for rural lines through Warsaw Exchange.	Advised to file formal complaint.
Dec. 22.....	Citizens of Mercer v. C., R. I. & P. Ry. Co.	Inadequate passenger train service through failure to stop No. 12 at that station.	Pending.
Dec. 26.....	T. R. R. Ely v. St. L. & S. F. R. R. Co.	Depot at Kennett.	Pending.
Dec. 26.....	A. L. Harle v. M. & K. Telephone Co.	Withdrawal of free exchange service, Peirce City to Berwick.	Pending.
Dec. 27.....	Enon Mercantile Co. et al. v. Mo. Pac. Ry. Co.	Agency at Enon.	Pending.
Dec. 29.....	F. E. Gordon v. Mo. Pac. Ry. Co.	Train service on Lexington Branch.	Pending.
Dec. 29.....	Stanley D. Pearce v. Mo. Pac. Ry. Co.	Dangerous condition of equipment used in suburban service out of St. Louis.	Pending.
Dec. 29.....	J. W. Mytton v. M. & K. Telephone Co.	Service at St. Joseph.	Pending.
Dec. 29.....	S. E. Press v. M. & K. Telephone Co.	Charge for moving telephone because of change of residence.	Advised to file formal complaint.

STATE OF MISSOURI

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SECOND ANNUAL REPORT

OF THE

PUBLIC SERVICE COMMISSION

FOR THE YEAR ENDING DECEMBER 31,  
1914

na

*COMMISSIONERS*

JOHN M. ATKINSON, Chairman  
WM. F. WOERNER\*  
EDWIN J. BEAN\*\*  
JOHN KENNISH  
HOWARD B. SHAW  
FRANK A. WIGHTMAN

---

\*Resigned, November 18, 1914.

\*\*Appointed, November 19, 1914, vice Woerner, resigned.

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JEFFERSON CITY, 1915

JEFFERSON CITY  
THE HUGH STEPHENS Co.  
PRINTERS



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# LETTER OF TRANSMITTAL

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## STATE OF MISSOURI Public Service Commission.

Jefferson City, January 11, 1915.

To His Excellency, ELLIOTT W. MAJOR, Governor of Missouri.

Dear Sir: I have the honor to transmit herewith the Second Annual Report of the Public Service Commission, for the year ending December 31, 1914.

Very respectfully yours,  
JOHN M. ATKINSON,  
Chairman.

(5)





# STATE OF MISSOURI

## SECOND ANNUAL REPORT OF THE PUBLIC SERVICE COMMISSION.

Jefferson City, Mo., January 11, 1915.

To His Excellency, ELLIOTT W. MAJOR, Governor of Missouri:

The Second Annual Report of the Public Service Commission for the year ending December 31, 1914, is herewith submitted.

At the close of the year, December 31, 1914, there were 1043 corporations, municipalities and individuals engaged in serving the public in this State in some capacity that, by operation of the Public Service Commission Law, placed them under the supervision and jurisdiction of the Commission. The following is a classified list of the same:

<i>Steam Railroad Corporations:</i>		
Operating.....	56	
Not operating, lessor.....	22	
		78
<i>Interurban and Street Railroad Corporations:</i>		
Operating.....	25	
Non-operating.....	58	
Individual operating.....	1	
		84
<i>Steam and Electric Corporations:</i>		
Chartered—Dormant.....	12	12
<i>Express Companies:</i>		
Operating on steam and street railroads.....	6	6
<i>Sleeping Car Companies:</i>		
Operating on steam railroads.....	1	1
<i>Electrical Corporations and Municipalities:</i>		
Operating.....	195	
Not operating, or dormant.....	20	
Municipal plant leased to private individual.....	1	
		216
<i>Gas Corporations and Municipalities:</i>		
Operating.....	30	
Not operating, or dormant.....	2	
		32

<i>Water Corporations and Municipalities:</i>		
Operating.....	81	
Not operating, or dormant.....	3	
		84
<i>Heating Corporations Only:</i>		
Operating.....	2	2
<i>Combination Gas and Electric Corporations:</i>		
Operating.....	9	9
<i>Combination Electric and Water Corporations:</i>		
Operating.....	58	58
<i>Combination Water and Gas Corporations:</i>		
Operating.....	1	1
<i>Combination Electric and Heating Corporations:</i>		
Operating.....	6	6
<i>Combination Electric, Water and Gas Corporations and Municipalities:</i>		
Operating.....	3	3
<i>Combination Electric, Heating and Gas Corporations:</i>		
Operating.....	1	1
<i>Combination Electric, Heating, Gas and Water Corporations:</i>		
Operating.....	2	2
<i>Telephone Corporations:</i>		
Incorporated companies.....	312	
Owned by individuals, firms or partnerships (not incorporated).....	134	
		446
<i>Telegraph Corporations:</i>		
Operating.....	2	2

### GENERAL OFFICE

The law prescribes that the Secretary of the Commission under its direction shall have general charge of the office, superintend the clerical business and perform such other duties as the Commission may require.

While the Secretary's duties are general with respect to all departments of the Commission, yet in a more immediate sense and in greater detail his supervision consists in the keeping of the record of all formal and informal cases, either of complaints or applications, for authorities of various kinds, attending to the correspondence relating to formal cases, attending the sessions of the Commission, and keeping the minutes and records thereof.

In this work of the general office the Secretary is assisted by one executive clerk, one docket clerk, one stenographer,, one official reporter who supervises the publication of opinions, orders, decisions and other publications of the Commission,

one general utility clerk, one file clerk, and five official Commission reporters who report and transcribe the testimony taken before the Commission, as will be more fully explained in detail elsewhere in this report.

The volume of work required in performing the duties of the general office is indicated by the fact that more than two hundred letters daily are handled over the Secretary's desk, and but for the splendid filing system inaugurated by the Commission soon after its creation it would be impossible for this vast amount of work to be handled in as prompt and expeditious manner as it is now being done. This filing system was explained somewhat in detail in our former report and we need not here repeat the same.

### SPECIAL AUTHORITIES.

Special authorities permitting the various utilities under the jurisdiction of the Commission in emergency cases to put into effect certain tariffs, schedules or rules on less than the statutory notice of thirty days have been issued on informal action by the Commission and thereafter ratified by the Commission as follows:

Railroad and Express Companies.....	144
Telephone Companies.....	20
Gas Companies.....	4
Electric Companies.....	49
Water Companies.....	2

The Commission adopted the uniform rule of not permitting any increased rate to become effective on less than the full statutory notice, and the authorities granted as above shown were in cases that meant reduction in rates to the consuming public, with rare exception.

### SESSIONS OF COMMISSION.

During the year ending December 31, 1914, there have been 148 sessions of the Commission at its office in Jefferson City and elsewhere, held on 148 different days. In addition thereto there have been 84 sessions by one or more Commissioners held either at the office or at other places in the state. The Commission has pursued the policy adopted and explained in its First Annual Report by holding sessions where the complaint originates or at some city near by as will be most convenient to the parties and witnesses connected with such hear-

ings. In cases of great importance the Commission has adopted the policy of all members sitting, in order that the cases might be fully understood by each member of the Commission. The Commission still finds it a great advantage to be able to assign cases to individual members to hold the hearings and to report the testimony to the full Commission. Cases thus heard are usually argued before the full Commission before submission for final decision. In some cases the Commission has assigned two or more of its members to hear cases together. The flexibility of the Public Service Commission Law has proved highly satisfactory and beneficial to both the public and the Commission in expediting its business.

### **FORMAL COMPLAINTS AND APPLICATIONS.**

For the year ending December 31, 1914, there were filed with the Commission 345 formal complaints and applications, of which 243 have been concluded and orders entered, and 102 are still pending. Of this 102 the evidence has been taken in a large number and they are now either awaiting briefs and argument or have been submitted and Commissioners are at work on the preparation of opinions in same. In some valuations which are being made, audits of the books by the Commission's accountants and a valuation of the physical property by the Commission's engineers are now being made and the cases will have to await the conclusion of such work, by reason of the great volume of this kind of work being thrown on the Commission and having to be done by its limited force of engineers and accountants.

### **INFORMAL COMPLAINTS.**

In the same period there have been filed with the Commission 651 informal complaints, of which 563 have been adjusted by correspondence, leaving but 88 still pending, the greater number of which will doubtless be adjusted in a brief time by the Commission. We find that the Commission can accomplish much good by adjusting these informal complaints by correspondence or by sending one of its engineers or accountants to hold an informal conference with the complaining parties and the public utility thereby affected. All informal complaints which cannot be satisfied by correspondence may lead to the filing of formal complaints and formal hearings held thereon by the Commission.

### CONFERENCE RULINGS.

The Commission has pursued the same policy during the past year as pointed out in its First Annual Report, by the adoption of conference rulings and the publication of same. Much time of the Commission and its employees has been saved by the adoption of conference rulings by the Commission. This policy of adopting conference rulings has been quite extensively pursued by the Interstate Commerce Commission, and has been found very beneficial and instructive by that Commission, and this Commission has likewise obtained similar results. A conference ruling is frequently used to adjust a complaint coming within the subject on which the Commission has adopted such ruling.

### LEGAL DEPARTMENT.

The office force of this department consists of the General Counsel to the Commission and one stenographer.

**The Missouri Railroad Rate Cases:** At the date of the First Annual Report of this Commission there were pending in the United States District Court at Kansas City motions in each of the cases which had been instituted by thirteen railroad companies of this state restraining the enforcement of the statutes fixing maximum freight and passenger rates, asking the said court to enter decrees in accordance with the mandates of the Supreme Court of the United States in said cases, directing that the decrees of the trial court be reversed and that the bills of the complainants be dismissed without prejudice. There were also pending in said court motions in said cases filed by the General Counsel to this Commission for the taxation of costs which had been theretofore paid by the state in said cases, and which resulted in the taxation of costs against the railroad companies in the sum of \$28,421.93, which sum has been paid into the state treasury. The United States District Court, on December 20, 1913, delivered an opinion on the motions as filed, asking for decrees, holding that in accordance with the mandates of the United States Supreme Court decrees should be entered dismissing the bills of the complainant railroad companies without prejudice in each of the thirteen cases. The decrees were, however, not entered in accordance with the opinion, and on application of the railroad companies the court

gave the matter further consideration, and on January 30, 1914, delivered a supplemental opinion, holding that under the mandates of the United States Supreme Court the District Court had no discretion and was required to dismiss the bills of complainants without prejudice, but that the court had power to retain the cases for the purpose of considering ancillary questions arising as a result of the suit, and further held that a master should be appointed for the purpose of hearing and determining the claims of shippers and passengers who had paid rates and fares in excess of the amounts fixed by statute while the injunctions were in force, and that persons claiming such overcharges could be heard by the master or in any court they might elect. (210 Fed. Rep. 902.) Decrees were entered in accordance with the opinion in the thirteen cases, and the complainants have taken an appeal in each of said cases from the decrees so entered, and the cases are now pending in the Supreme Court of the United States.

**Missouri Southern Case:** The Missouri Southern Railroad Company, a corporation engaged in owning and operating a line of steam railroad in this state more than forty-five miles in length, on the 1st day of July, 1913, filed with the Public Service Commission a complaint in writing, Case No. 52, stating that the rates being charged by it were the maximum rates as fixed by the statutes of this state and that said rates were confiscatory, and asking that the Public Service Commission make an order authorizing said railroad company to charge rates and fares in excess of those fixed by the statutes.

The Commission, on April 29, 1914, by an order made and entered of record, refused to hear the complaint and dismissed the same upon the ground that the Commission had no authority or power to authorize an increase in the rates above the maximum prescribed by the statutes of this state. Thereupon, the Missouri Southern Railroad Company applied to the Supreme Court of Missouri for a writ of mandamus to compel the Public Service Commission to hear its said complaint. The case was heard before the Supreme Court en banc in May, 1914. Counsel to the Public Service Commission filed a brief and made an argument in behalf of the Commission. The case was decided by the Supreme Court in July thereafter. The court held the Public Service Commission, under section 47 and other sections of the Public Service Commission Law, had authority to authorize an increase in rates and charges by rail-

road companies above the rates and charges named as maximum charges by the statutes of this state, and that a writ of mandamus should issue requiring the Public Service Commission to hear the complaint of the Missouri Southern Railroad Company. State of Missouri ex rel. Missouri Southern Railroad Company vs. Public Service Commission, 168 S.W. 1156. Hearing of the testimony before the Commission has not been completed.

**Interstate Passenger Case:** The Corporation Commission of Oklahoma, the Railroad Commission of Arkansas and the Public Service Commission of Missouri, Complainants, vs. Atchison, Topeka & Santa Fe Railway Company et al., Defendants, 31 I. C. C. 532.

The Public Service Commission of Missouri, on November 1, 1913, joined with the Corporation Commission of Oklahoma and the Railroad Commission of Arkansas in filing a complaint before the Interstate Commerce Commission against the Atchison, Topeka & Santa Fe Railway Company and nine other railway companies, alleging that said railway companies were charging all passengers carried interstate three cents per mile and all passengers carried intrastate two cents per mile, and that the charge of three cents per mile, as made for interstate carriage, was unjust, unreasonable and discriminatory, and asked that the carriers be required to cease such unlawful and discriminatory practice. The case was duly heard by the Interstate Commerce Commission and was decided against the complainants.

**Johnson Case:** B. Johnson & Son vs. Jas. W. Lusk et al., Receivers of the St. Louis & San Francisco Railroad Company, No. 120.

On the 15th day of January, 1914, the Public Service Commission made an order requiring the receivers of said railroad company to charge the maximum rates as prescribed by the statutes of this state for the carriage of railroad ties from certain points in Missouri to Commerce, Missouri, in lieu of the interstate rates which the said receivers had been charging for said shipments of railroad ties. It was held by the Commission that the shipments in question were movements in intrastate commerce, and that the statutory rates therefore should apply. The receivers of the St. Louis & San Francisco Railroad Company thereafter procured from the Circuit Court of the City of St. Louis a writ of review in the above

cause. In obedience thereto the Public Service Commission certified the full record of all the evidence and proceedings had before it in said cause to the Circuit Court of the City of St. Louis. Thereafter, on February 27, 1914, the cause was tried before the Circuit Court of the City of St. Louis (Hon. Rhodes E. Cave, Judge) and taken under advisement. Thereafter, at the April term of said court, said court affirmed the order of the Public Service Commission. Thereupon the receivers of the St. Louis & San Francisco Railroad Company were granted an appeal to the Supreme Court of Missouri. The case was heard by the Supreme Court of Missouri en banc on October 27, 1914, at which time it was argued and submitted to the court for final decision.

**Board of Trade Case:** The Board of Trade of Kansas City, Missouri, made complaint to the Commission against the Atchison, Topeka & Santa Fe Railway Company; Chicago & Alton Railroad Company; Chicago, Burlington & Quincy Railroad Company; Chicago, Milwaukee & St. Paul Railway Company; Chicago, Rock Island & Pacific Railroad Company; Kansas City Southern Railway Company; Missouri, Kansas & Texas Railway Company; Missouri Pacific Railway Company; St. Louis & San Francisco Railroad Company, Thos. H. West, Wm. B. Biddle and W. C. Nixon, Receivers; and Wabash Railroad Company, Frederic A. Delano, William K. Bixby and Edward B. Pryor, Receivers, No. 99, alleging, among other things, that said railway companies were charging interstate rates upon shipments of grain from points within this state to Kansas City, Missouri, that the movements in question were intrastate shipments and that the intrastate rate, therefore, should apply. This Commission so held, by an order made and entered of record on June 29, 1914. In obedience to a writ of review issued by the Circuit Court of Jackson County a full and complete record of the proceedings had in said case has been transmitted to the said court and the case is now pending in said court.

**Team Track Storage Cases:** Cases Nos. 113, 129, 133, 134, 149, 150 and 174. In October, 1913, the following railroads: Atchison, Topeka & Santa Fe Railway Company; Missouri Pacific Railway Company and St. Louis, Iron Mountain & Southern Railway Company; Missouri, Kansas & Texas Railway Company; St. Louis & San Francisco Railroad Company; Kansas City Southern Railway Company; Western



Trunk Line; Chicago, Burlington & Quincy Railroad Company, filed tariffs with this Commission providing for team track storage charges. The charges were suspended by the Commission and a hearing was held before the Commission at Jefferson City. Thereafter, on June 23, 1914, the Commission made an order requiring that said charges be cancelled on or before July 1, 1914. Thereafter the Kansas City Southern Railway Company procured a writ of review from the Circuit Court of Cole County in said cause; and the cause was heard and submitted to the Circuit Court of Cole County for decision on September 17, 1914. Thereafter, on November 16, 1914, said Circuit Court entered an order affirming all things in the order of the Public Service Commission in said cause. Thereupon, the Kansas City Southern Railway Company was granted an appeal to the Supreme Court of the state, where the case is now pending.

**Macon Bridge Case:** The City of Macon filed a complaint against the Chicago, Burlington & Quincy Railroad Company before the Public Service Commission, Case No. 317, for the purpose of obtaining an order of the Commission requiring the said railroad company to maintain and repair certain overhead bridges at street crossings in the City of Macon at the cost of the railroad company. It was held by the Commission, June 29, 1914, that the Commission had authority to apportion the costs for repair and maintenance of certain overhead bridges between the City of Macon and the railroad company, and the complaint was dismissed without prejudice. Thereupon, the City of Macon procured a writ of review from the Circuit Court of Cole County. The case was heard by the Circuit Court of Cole County on October 13, 1914, and taken under advisement. Thereafter on November 16 said Circuit Court entered an order affirming in all things the order of the Public Service Commission in said cause. Thereupon, the City of Macon was granted an appeal to the Supreme Court of the state, where the cause is now pending.

**Macon Interchange Track Case:** The City of Macon filed a complaint against the Chicago, Burlington & Quincy Railroad Company and the Receivers of the Wabash Railroad Company, Case No. 190, for the purpose of procuring an order of this Commission requiring that said railroad companies make an interchange track at Macon, the construction of which interchange track, however, was, after a hearing, duly ordered by

this Commission. Thereafter, on July 9, 1914, the Chicago, Burlington & Quincy Railroad Company procured a writ of review from the Circuit Court of Cole County in said cause. The same is now pending in said court and has not been determined.

**Webb City Water Company Case:** W. V. K. Spencer et al., Complainant, vs. Missouri Public Utilities Company, Defendant, No. 259.

W. V. K. Spencer et al. filed a complaint before the Public Service Commission against the Missouri Public Utilities Company seeking to enforce certain franchise provisions and rates for water service at Webb City. The Commission made an order therein on July 31, 1914, whereupon the Missouri Public Utilities Company procured a writ of review from the Circuit Court of Jasper County, and in obedience thereto a full transcript of the record and proceedings before this Commission was forwarded to the Clerk of the Circuit Court at Joplin on October 14, 1914. Thereafter the cause was tried before the Circuit Court of Jasper County (Blair, Judge) on November 23, 1914, and submitted to him for final decision, which has not been rendered.

**Kirkville Light Rate Case:** On July 10, 1913, S. W. Weaver et al. filed complaint against the Kirkville Light, Power and Ice Company, No. 58, alleging that the rates charged by it for electric service were unreasonably high, etc. A hearing was duly had and the Commission on June 23, 1914, made and entered of record an order reducing rates for electric service at Kirkville. Thereafter said Kirkville Electric Light, Power and Ice Company procured a writ of review from the Circuit Court of Adair County in said cause. The said cause was argued and submitted to said court for decision on December 1, 1914.

**Springfield Light Rate Case:** Upon complaint of McGregor-Noe Hardware Company et al. against Springfield Gas and Electric Company and Springfield Traction Company, No. 15, the Commission, on June 23, 1914, made an order fixing the maximum rates for electric service to be furnished by said company at Springfield. The Springfield Gas and Electric Company filed a schedule of its rates with this Commission, in compliance with said order, and in November thereafter filed a petition in the United States District Court at Springfield for the purpose of procuring an injunction against the enforcement

of the order of this Commission in said cause, which application has not been heard.

**Missouri Valley Realty Company Case:** In the case of Missouri Valley Realty Company, Complainant, vs. Cupples Station Light, Heat and Power Company and Phoenix Light, Heat and Power Company, Defendants, and Union Electric Light and Power Company, Intervenor, No. 269, the above named complainant has procured a writ of review from the Circuit Court of the City of St. Louis for the purpose of reviewing the order of this Commission made in said cause on October 12, 1914. Said cause is now pending in the Circuit Court of the City of St. Louis.

**Express Rate Cases:** The following cases: Thos. C. Platt, President of the United States Express Company, Complainant, vs. John A. Knott et al., Defendants, No. 3309; the Pacific Express Company, Complainant, vs. John A. Knott et al., Defendants, No. 3310; Levy C. Weir, President, Adams Express Company, Complainant, vs. John A. Knott et al., Defendants, No. 3311; James C. Fargo, President of the American Express Company, Complainant, vs. John A. Knott et al., Defendants, 3312; Wells, Fargo & Company, Complainants, vs. John A. Knott et al., Defendants, No. 3313; The Southern Express Company, Complainant, vs. John A. Knott et al., Defendants, No. 3315, pending in the United States District Court for the Western Division of the Western District of Missouri, at Kansas City, and in which complainants had procured temporary injunctions against the enforcement of certain express rates as ordered by the Board of Railroad and Warehouse Commissioners, were by stipulation dismissed at the cost of complainants and the injunctions dissolved on April 29, 1914. The order of the Board of Railroad and Warehouse Commissioners fixing the rates in question was set aside by the Public Service Commission and the express companies filed new schedules of rates.

**Free Delivery Zone Cases:** The following cases: James C. Fargo, President of the American Express Company, Complainant, vs. H. R. Oglesby et al., Defendants, No. 3855; Wm. M. Barrett, President, Adams Express Company, Complainant, vs. H. R. Oglesby et al., Defendants, No. 3856; and Edward T. Platt, Vice-President and Acting President of the United States Express Company, Complainant, vs. H. R. Oglesby et al., Defendants, No. 3788, pending in the United States District Court at Kansas City, and in which temporary injunctions had

been issued restraining the enforcement of certain orders made by the Board of Railroad and Warehouse Commissioners, establishing free delivery limits in certain cities in this state, were by stipulation dismissed at the cost of complainants, and the injunctions dissolved on April 29, 1914. The Public Service Commission thereupon set aside the orders for free delivery which were involved in said suits without prejudice to its right to make such other orders for free delivery as it may deem necessary.

**Pending Cases in Federal Court:** Suits are now pending in the United States District Court at Kansas City restraining the enforcement of orders made by the Board of Railroad and Warehouse Commissioners of this state as follows: Case No. 3465, Missouri Pacific Railway Company et al. vs. Elliott W. Major, Atty. General; Case No. 3600, The C. & A. R. R. Co. vs. John A. Knott et al., Blue Springs Depot Case; Case No. 3737, C. B. & Q. R. R. Co. vs. H. R. Oglesby et al., Bar, Iron and Steel Rate Case; Case No. 3738, The C. & A. R. R. Co. vs. H. R. Oglesby et al., Bar, Iron and Steel Rate Case; Case No. 3739, Wabash Railroad Company vs. H. R. Oglesby et al., Bar, Iron and Steel Rate Case; Case No. 3740, C. G. W. R. R. Co. vs. H. R. Oglesby et al., Bar, Iron and Steel Rate Case; Case No. 3741, Q. O. & K. C. R. R. Co. vs. H. R. Oglesby et al., Bar, Iron and Steel Rate Case; Case No. 3742, the A. T. & S. F. Ry. Co. vs. H. R. Oglesby et al., Bar, Iron and Steel Rate Case; Case No. 3743, the Missouri Pacific Railway Company vs. H. R. Oglesby et al., Bar, Iron and Steel Rate Case; Case No. 3744, Missouri, Kansas & Texas Ry. Co. vs. H. R. Oglesby et al., Bar, Iron and Steel Rate Case; Case No. 3745, Chicago, Rock Island & Pacific Railway Co. vs. H. R. Oglesby et al., Bar, Iron and Steel Rate Case; Case No. 3746, Chicago, Milwaukee & St. Paul Ry. Co. vs. H. R. Oglesby et al., Bar, Iron and Steel Rate Case; Case No. 3747, St. Louis & San Francisco R. R. Co. vs. H. R. Oglesby et al., Bar, Iron and Steel Rate Case; Case No. 3748, St. Louis Iron Mountain & Southern Ry. Co. vs. H. R. Oglesby et al., Andrew Lehtinen et al., Bar, Iron and Steel Rate Case; Case No. 3763, The St. Joseph & Grand Island Ry. Co. vs. H. R. Oglesby et al., Bar, Iron and Steel Rate Case; Case No. 3767, St. Louis Southwestern Ry. Co. vs. H. R. Oglesby et al., Bar, Iron and Steel Rate Case; Case No. 3861, C. B. & Q. R. R. Co. vs. H. R. Oglesby et al., Callao Train Service Case; Case No. 3884, C. B. & Q. R. R. Co. vs.

H. R. Oglesby et al., Unionville Train Service Case; Case No. 10, C. B. & Q. R. R. Co. vs. John A. Knott et al., Tarkio Valley Branch Train Service Case.

### RATE DEPARTMENT.

**Organization:** It has been found necessary to increase the force in this department by one man, and at this time the department consists of a chief rate expert, rate clerk, assistant rate clerk and one combination clerk and stenographer.

**Tariffs:** This department has now compiled a complete file of state and interstate tariffs applicable to and from and between points in the state of Missouri. Each tariff received in the office, regardless of the road by which it is issued or whether applicable to state or interstate traffic, is given a department number and is thereafter used and referred to by the department number. At the present time there are between eight and ten thousand current tariffs on file in the department. It is not only necessary to keep the current tariffs, but the filing system must be such as to make ready reference to all cancelled tariffs for a period of at least five years, as the department is constantly called on for information relative to shipments of this age.

**Work Performed:** During the past year all tariffs carrying Missouri intrastate rates have been standardized and brought into line with Circular No. 4 of the Commission. At first it seemed quite a task to secure a complete compliance with the provisions of the circular and it was necessary to reject a few tariffs in order to bring about such a compliance, but at the present time the circular is thoroughly understood by all tariff issuing officers of the railroads and little difficulty is experienced in securing compliance with the rules.

The long and short haul clause, as it is commonly known, has been in effect in Missouri for many years, but very little, if any, attention has been paid to same in the past. This department has constantly impressed upon the carriers the necessity of complying with this law, and at the present time most of the tariffs in Missouri carry a clause to the effect that a rate between two given points cannot be exceeded at intermediate points. The carriers at the present time are all complying with this rule, and the long and short haul clause is in effect in Missouri.

The law requires tariffs to be filed with the Commission at least thirty days prior to their effectiveness, but it is often

found necessary to relieve the carriers of this requirement in order to meet unforeseen circumstances, such as the changing of an interstate rate that would bring about discrimination pending the legal change of a state rate, or the opening of a new field for a business and numerous other instances of this kind. It has been the policy of the Commission to permit carriers to change their rates on less than thirty days' notice where the change brought about a reduction and did not bring about discrimination in any way, and during the past year it has been necessary to issue 142 authorities for this purpose.

Section 48 of the Public Service Commission Law authorizes the Commission to suspend any advance rate that may be filed pending a hearing. The Commission has found it necessary to exercise this power quite a number of times during the past year. The most important of these was Case No. 572, issued the 28th day of November, 1914. At this time a concerted effort was made by the carriers to advance the rates on what had theretofore been known as special privileges. These privileges covered trap car service, that is, the placing of an empty car at a warehouse on the road with various less than car load shipments, which in turn was switched to the freight depot of the carrier and there unloaded and reloaded into the various outbound cars. This is a privilege that first originated in Chicago, Illinois, and has spread generally over the United States, the service being performed free by the carriers. Many industries have been built up at outlying points because of this rule, as it did away with the necessity of teaming their shipments to the freight depots. Another one of the so-called special privileges was the stopping of cars in transit for partial unloading. This is a practice that is in effect throughout the western part of the United States and comprises the loading of a mixed car at a terminal or jobbing point, which car would pay the regular car load rate from the point of origin to the last destination of the car and would be stopped in transit for partial unloading at various stations. This is particularly true of agricultural implements and vehicles, and the rule has enabled the manufacturer or jobber to ship to small interior towns less than car load shipments at car load rates.

Another of these advances covered rates on cotton piece goods which, in the western part of the United States, has taken a rate lower than the classification basis.

These tariffs likewise provided for the advancing of rates on grain and hay one cent per one hundred pounds and the advancing of the minimum weight on grain products, such as flour, etc., from 24,000 and 30,000 pounds to 40,000 pounds.

The tariffs also contained numerous advances on shipments to and from factories located at interior points in Missouri. It appears from an examination of the tariffs that special rates have been granted in the past to these factories at interior points, thus enabling them to ship their raw material from a terminal or concentrating point and return the manufactured product to the terminal point for distribution. Some of these advances appeared fair and reasonable; complaints were made as to others; and in each event it appeared that the changing from practices long in effect should not be made without sufficient notice being given to the shippers to complete contracts and rearrange their business. This suspension order covered more than two hundred tariffs, hearings on which will be had during the coming year.

Prior to this order the carriers sought to stop the privilege of concentration of dairy products, poultry, eggs, etc. It has been the practice of the carriers in the past years to permit shipments in small quantities to move into certain designated points at the regular less than car load rate and there be concentrated into a full car, and when the full car was shipped out via the rails of the lines bringing the small shipments to the concentration points, a refund of from five to twenty-five cents per hundred pounds would be made on the outbound shipment. It appeared that many industries had been built up in Missouri for the purpose of concentrating poultry and for killing and dressing poultry, and these rates were not permitted to become effective until after hearing could be held and for this purpose the tariffs seeking to advance these charges were likewise suspended.

During the present year the so-called team track storage charge cases which were covered by tariffs suspended during the year 1913 were heard and the suspension was made permanent, as the Commission found that team track storage was but another form of demurrage the charge for which was covered by a statutory provision.

The suspension of the cordwood rates on the line of the Frisco was vacated on account of the action of the Frisco in the re-establishing of these rates.

The suspension in the case of the agricultural implements was vacated, as the carriers, in connection with the Commission's Rate Department, arrived at a very fair wording of this rule which permits all agricultural implements, other than so-called hand agricultural implements, to move in mixed car loads under the statutory designation.

**Informal Complaints:** Informal complaints covering all branches of railroad service, other than grade crossings or defective railway equipment, are handled by this department.

If it appears from the letter making complaint that there is the least merit in the contention, it is passed to the correspondence complaint docket and given a number and handled with the railroad companies by correspondence or by personal investigation or visitation of a representative of this department. During the past year approximately 1500 subjects have been referred to this department and approximately 500 have been passed to the informal or correspondence complaint docket and the department has been able to satisfactorily adjust all but about 14 of these complaints, these 14 being necessary to transfer to the formal docket to be heard by the Commission. These correspondence complaints cover every imaginable trouble on a railroad, such as overcharge in shipments, lack of station facilities, lack of train facilities, necessity for new depots, lack of team track space, and similar complaints. Nine depots have been built during the past year upon correspondence complaints; many additional passenger train stops have been made through this department. Freight train service has been rearranged and handling of cars has been changed in many instances through the complaints handled. A noticeable falling off in the number of errors in expense bills or in the collection of freight charges at destination have been noticed during the past year. During the first six months this department found an average of seven out of ten expense bills referred to it in error; while during the past year the average has fallen to approximately three, and it should be understood in this connection that only a small portion of the expense bills issued in this state are referred to the Commission and then only those where there is a doubt of the proper application of the rates. The work in connection with the proper alignment of tariffs has had a great deal to do with the reduction in the number of errors in the collection of charges. It is the effort of this department



to secure the greatest possible simplification of tariffs, which results in less liability of errors in computing the rate.

**Apple Rates:** In conjunction with the commissions of the states of Iowa, Nebraska and Kansas, petition was presented to the Interstate Commerce Commission asking for readjustment of the apple rates from certain points in the states above named and from points in the northwest portion of Missouri to various destinations throughout the United States. Testimony was taken by the Interstate Commerce Commission at St. Louis some months ago in this case and it is now pending decision.

**Grain Rates:** The legislative grain rates came into effect in the state of Missouri on or about July 12, 1913. At this time there were in effect from St. Louis, Missouri, and East St. Louis, Illinois, certain rates to various points throughout the United States. These rates were called reshipping rates, but at the time there was no condition based upon the application of the rates. It was found by the carriers that many shipments were moving to St. Louis, Missouri, from interior Missouri points on the state rate and then moving out on these so-called reshipping rates, and attempts were made by the lines operating east and southeast from St. Louis to so amend their tariffs as to require the inbound shipment to be moved on the interstate rate, which was much higher than the state rate. Application was filed by the Merchants Exchange of St. Louis with the Interstate Commerce Commission asking that these changes be suspended.

About the same time the Southwestern Missouri Millers' Club filed petition with the Interstate Commerce Commission alleging that discrimination was being practiced against their members, in that grain would move from a point in Southwest Missouri to St. Louis, Missouri, and there be ground into flour or be unloaded into a local elevator and have the state rate apply and later move out on the effective rates from St. Louis, while if grain was milled at an interior Missouri point or shipped direct to a destination beyond St. Louis, the interstate rate was applied up to St. Louis. The petition of the Southwestern Missouri Millers' Club also drew attention to certain other rate conditions brought about by the application of the state rates to St. Louis.

Intervention petitions were filed in these cases by interested parties in Illinois, Tennessee and numerous other states, and

this Commission intervened and at the hearing in St. Louis was represented by the head of this department and offered testimony to the Interstate Commerce Commission. This case in reality is a second "Shreveport Case," in that the testimony offered by representatives of the Southwestern Millers' Club tended to show that the Missouri state rates discriminated against the interstate rates. At this time this case is still in the hands of the Interstate Commerce Commission and is set for oral argument on January 8, 1915.

**Express Rates:** Effective August 10, 1914, a new scheme of express rates became applicable between points in the state of Missouri. As outlined in this Commission's report for 1913, the classification and first-class rates promulgated by the Interstate Commerce Commission were adopted for use between points in the state of Missouri. The second-class rates as provided in the scheme were adopted only as maximums, that is, all commodity rates in effect on June 30, 1913, remained in effect unless the second-class rate under the new schedule provided a lower charge. This new scheme of express rates brings about a material reduction in the revenues of the express companies. It makes heavy reductions on small packages regardless of the distance moved and makes reductions on heavy packages for long distances, while making small advances for heavy shipments moving shorter distances. It can be stated that 70 per cent of the total number of shipments between points in Missouri weigh twenty pounds or less, and at least 98 per cent of the charges applicable on 20 pound packages were reduced by this schedule; hence it will be seen that at one stroke practically 70 per cent of the total number of shipments have secured a reduction. The only exception to this on 20 pound packages is where a low rate was in effect at the time of the change, that is, from St. Louis to Webster Groves or some very near by point, where the express service was in fact in competition with the wagon haul.

The basis of these rates and the scheme of working same was fully explained by the Commission in its First Annual Report. Tersely speaking, it is to divide the state into blocks approximately 51 miles by 64 miles, which are again divided into sixteen equal sub-blocks. The rate from a point in a sub-block to one block is figured to a point in the sub-block of any block which is adjacent to the block of origin, but if the shipment goes into a block not adjacent to or touching the block

of origin then the rate is the same from any point in the block to any point in the other block. Thus, if a shipment moved from the farthest eastward point in one block, such as Otterville in Block 1132 on the Missouri Pacific, to the first eastward point in another block, Dutzow in Block 1135, it would possibly bring about an advance from the effective rates under the old basis because this rate would likewise apply from the most southwesterly point in Block 1132, Osceola, to the most northeasterly point in Block 1135, West Alton, and if a check were made of all of the rates in these two blocks or a check was made of the actual points making shipments, it would be found that reductions would be brought about, but there are some few instances in each of these blocks where it must naturally follow in using a group or block system that some advances must be encountered.

These rates became effective on August 10, 1914, and it is impossible at this time to give definite figures as to the exact result of the application of these rates, though comparisons have been made by this department of the result of the application of the rates at various points in the state.

There was a misunderstanding on the part of the carriers when the rates first went into effect, as to the application of the commodity rates, and this caused the assessment of many overcharges throughout the state, and especially was this true upon shipments of butter, eggs, poultry, beer and like commodities.

A second conference was had by the Commission with the express companies, and as a result thereof, tariffs were straightened out and clear explanations of the rates were published as ordered.

The Commission receives a monthly statement showing the number of packages and the charges thereon from each station in the state. This statement is compiled as soon as the month closes and before corrections have been made, but it does not reach the Commission until about ninety days after the close of the month, and as September is the first full month that the new rates were in effect a definite statement as to the result cannot be given.

Below are shown a few of the stations in the state of Missouri with the number of packages shipped in October, 1913 and 1914, and the revenue collected by the express companies on such shipments.

Station.	No. Packages.		Revenue.	
	1913.	1914.	1913.	1914.
Adrian.....	647	571	\$251.80	\$210.22
Berger.....	332	311	145.38	113.88
Bonne Terre.....	415	417	157.20	128.02
Bonnets Mill.....	197	459	194.88	196.30
Butler.....	728	708	269.79	212.31
Bunceton.....	152	227	60.02	66.87
Drexel.....	261	667	107.60	160.89
Ethel.....	250	243	71.16	58.34
Frederickstown.....	494	566	258.93	225.55
Hannibal.....	1,154	1,388	407.66	436.28
Hermann.....	587	731	270.47	295.77
Holden.....	926	1,202	382.86	365.30
Jasper.....	554	429	198.11	134.17
Jefferson City.....	1,877	2,654	786.73	956.37
Kansas City.....	31,069	33,162	11,400.93	10,390.80
Marcelline.....	313	464	112.12	137.06
Total.....	39,956	43,199	\$15,075.64	\$14,088.13

It is thus apparent that from the above stations the express companies handled 3243 more packages in October, 1914, than in October, 1913, and received \$987.51 less money in 1914 than in 1913.

**Two Line Rates:** Section 3241, R. S. Mo. 1909, provides for the application of continuous mileage for shipments moving via two or more lines. It was held by the Commission in Case No. 99 that the Public Service Commission Law clearly repealed that portion of section 3241. This resulted in little injury to the shippers of the state, as there has been no provision for the application of through rates between points in Missouri in any of the Railroad and Warehouse Commission orders, and the continuous mileage provision in section 3241 referred only to the commodities covered thereby and was never in effect in the state of Missouri. As soon as this action was taken by the Commission and the question was definitely decided, a proceeding was initiated by the Commission to determine the necessity of through rates and routes on all commodities, and the case was set for hearing and testimony taken in September and final testimony taken in December. There are certain joint rates in effect between points in the state of Missouri. For example, on classes from St. Joseph, Missouri, to points on the Wabash and to points on the Chicago, Milwaukee & St. Paul, through rates are quoted in connection with lines operating out of St.

Joseph; but as a general proposition through rates are not in effect between points in the state of Missouri, and when a shipment is made from a point on one line to a point on any other line it results in the combination of the local rates of each road being applied. This case will be submitted to the Commission at an early date.

**Mixed Car Load Shipments:** Sections 3126, 3127 and 3182, R. S. Mo. 1909, provide rates upon mixed car load shipments. These sections were evidently drawn at different times and there is a cross between the sections, as well as a lack of definiteness that causes a different application of these rates via the different lines in the state, as well as a question of the validity of either or all of the statutes by the different railroads. The question of mixed car load shipments is one that has caused trouble for the common carriers since the date of transportation and is one that has never been definitely adjusted, nor does it seem possible to draw a rule that is fair and reasonable in all instances and that is not discriminatory. Mixed car load rates mean the forwarding of less than car load shipments at car load rates. The practice has been recognized by the carriers for many years on certain commodities, and in certain territory it is openly recognized by the carriers. In the west all kinds of agricultural implements are permitted to mix, as are most kinds of furniture. The western lines have attempted to restrict the power to forward mixed car load shipments to the basis of the manufacturer, as well as the dealer, while the eastern lines have, as a whole, permitted any mixture which is not intended to defeat the through rate. This is a subject that requires serious consideration by the commission and will be handled during the coming year.

**Official State Map:** It is the general policy of state commissions to issue an official railway map of the state at least once every two years, but no map has been issued in Missouri since 1910 and the Commission has placed an order for an official map of Missouri. This map will be in colors, a different color being assigned to each road. The map will show the distance between all stations and the distance between junction points on every railroad where there is track connection, so that cars may be interchanged from one road to the other. It will carry designating symbols to show the county seat towns and will be accurate as of December 1, 1914.

LIST OF CORPORATIONS AND COMPANIES OPERATING IN THE STATE  
OF MISSOURI UNDER THE JURISDICTION OF THE PUBLIC  
SERVICE COMMISSION WHICH FILE TARIFFS  
WITH THE RATE DEPARTMENT.

**Railroads:**

Atchison, Topeka & Santa Fe Railway.  
Butler County Railroad.  
Bevier & Southern Railroad.  
Cape Girardeau Northern Railroad.  
Cassville & Western Railway.  
Chicago & Alton Railroad.  
Chicago, Burlington & Quincy Railroad.  
Chicago Great Western Railroad.  
Chicago, Milwaukee & St. Paul Railway.  
Chicago, Rock Island & Pacific Railway.  
Deering Southwestern Railway.  
Des Peres Valley Railway.  
Gideon & North Island Railroad.  
Hannibal Connecting Railroad.  
Iron County Central Railroad.  
Illinois Southern Railway.  
Iowa & St. Louis Railway.  
Kansas City, Clinton & Springfield Railway.  
Kansas City Stock Yards.  
Kansas City Southern Railway.  
Kansas City Terminal Railway.  
Lead Belt Railway.  
Leavenworth Terminal Railway and Bridge Company.  
Manufacturers' Railway of St. Louis.  
Middlebrook, Graniteville & Belleview Railway.  
Mississippi River & Bonne Terre Railway.  
Missouri Valley Railway.  
Missouri-Illinois Bridge and Belt Railroad.  
Missouri & North Arkansas Railroad.  
Missouri, Kansas & Texas Railway.  
Missouri Pacific Railway.  
Missouri Southern Railway.  
Quincy, Omaha & Kansas City Railroad.  
Rockport, Langdon & Northern Railroad.  
St. Joseph & Grand Island Railway.  
St. Joseph Terminal Railroad.  
St. Louis & Hannibal Railway.  
St. Louis & Missouri Southern Railway.  
St. Louis & San Francisco Railroad.  
St. Louis, Kennett & Southeastern Railroad.  
St. Louis Merchants Bridge Terminal Railway.  
St. Louis & Southwestern Railway.  
St. Louis Transfer Railway.  
St. Louis, Iron Mountain & Southern Railway.  
Salem, Winona & Southern Railroad.  
Shelby County Railroad.

Sligo & Eastern Railroad.  
Sligo Furnace Company.  
Terminal Railroad Association of St. Louis.  
Versailles & Sedalia Railroad.  
Wabash Railroad.  
Williamsville, Greenville & St. Louis Railway.

**Interurban and Electric Lines:**

Cape Girardeau—Jackson Interurban Railway.  
Illinois Traction System.  
Jefferson City Bridge and Transit Company.  
Joplin & Pittsburg Railway.  
Kansas City, Clay County & St. Joseph Railway.  
Kansas City & Westport Belt Railway.  
Kansas City, Ozark & Southern Railway.  
Oregon Interurban Railway.  
Southwestern Missouri Railroad.  
St. Francois County Railroad.  
St. Joseph & Savannah Railway.

**Express:**

Adams Express Company.  
American Express Company.  
National Express Company.  
Southern Express Company.  
Wells, Fargo & Company Express.

**Sleeping Car Lines:**

The Pullman Company.

## ENGINEERING DEPARTMENT.

This department consists of a chief engineer, eight assistant engineers and one stenographer. The duties of the Engineering Department consists of:

1. Appraisal of property of steam railroads, electric railroads, express companies, electric utilities, water utilities, gas utilities, telephone utilities, telegraph companies and heating utilities for use as a basis of rate making, or for accounting and capitalization. The appraisal may also serve as a basis for taxation.

2. Investigation of accidents on steam and electric railways resulting in injury or death.

3. Protection, alteration and elimination of grade crossings.

4. Investigation of safety and adequacy of service rendered by steam railways.

5. Investigation of adequacy of service rendered by any public utility.

6. Investigation to determine necessity and safety of switch track and sidetrack connections.

7. Investigation of signal systems and interlocking plants.

### 8. Track scale testing.

**Appraisal of Properties of Public Utilities:** The appraisal of the properties of the following public utilities has been completed:

Ozark Power and Water Company, Joplin.

Missouri Public Utilities Company, Charleston.

Consumers Electric Light & Power Plant, DeSoto.

Columbia Gas Plant, Columbia.

Jefferson City Light, Heat & Power Company, Jefferson City.

Southwestern Telegraph & Telephone Company, St. Louis.

Southwestern Telegraph & Telephone Company, Caruthersville.

Columbia Telephone Company, Columbia.

Citizens Telephone Company, Tipton.

The Engineering Department is now engaged in appraising the property of the Kansas City Electric Light Company.

Appraisals of the property of the Cassville & Western Railway Company and of the Missouri Southern Railway Company have been completed. The preliminary work of appraising the property of the Mississippi River & Bonne Terre Railway is now under way.

### **Investigation of Accidents on Steam and Electric Railways:**

Steam and electric railways are required to wire immediate reports of accidents. These messages are followed by detailed report of accident. At the end of each month a summary of all accidents that have occurred during that month is filed with the Commission.

A careful examination is made of all wrecks and accidents resulting in injury or death. The purpose of these investigations is to determine the cause and to apply corrective measures rather than to fix the blame.

As a result of such investigations many highway crossings at grade have been protected and plans have been prepared for three interlocking plants.

### **Protection, Alteration and Elimination of Grade Crossings:**

Studies have been completed and general plans have been prepared for the elimination of the following crossings:

1. Eger Road with Missouri Pacific Railway at St. Louis.
2. McRee Avenue with Missouri Pacific Railway at St. Louis.
3. Shaw Avenue with Missouri Pacific Railway at St. Louis.
4. Kingshighway with Missouri Pacific Railway at St. Louis.
5. Wilson Avenue with Missouri Pacific Railway at St. Louis.
6. Skinker Road with Rock Island Railroad at St. Louis.



7. Lindell Avenue with Wabash Railway at St. Louis.
8. Union Avenue with Wabash Railway at St. Louis.
9. DeBalivre Avenue with Wabash and Rock Island Railways at St. Louis.
10. Waterman Avenue with Wabash Railway at St. Louis.
11. Kingshighway with Wabash Railway at St. Louis.
12. Delmar Boulevard with Wabash Railway at St. Louis.
13. Olive Street Road with Wabash Railway at St. Louis.
14. Maple Avenue with Wabash Railway at St. Louis.
15. Berry Road with Frisco Railway Company in St. Louis County.
16. 50th Street with Frisco Railway Company and Missouri Pacific Railway Company, Kansas City.
17. Blue Avenue with Chicago and Alton Railroad Company in Jackson County.
18. North Sixth Street with several railroads at St. Joseph.
19. South Sixth Street with several railroads at St. Joseph.
20. Monterey Street with several railroads at St. Joseph.
21. Sixth and Olive Street with Rock Island Railway at St. Joseph.

Bridges over the Wabash at Fee Fee Road and Horde Avenue, both in St. Louis County, have been reconstructed.

The following crossings have been protected either by gates, flagman, bells or annunciator:

St. Louis—Missouri Pacific.....	Minnesota Street.
Missouri Pacific.....	Koeln Avenue.
Missouri Pacific.....	Robert Street.
Missouri Pacific.....	Wilmington Street.
Missouri Pacific.....	Eager Road.
Missouri Pacific.....	McRee Avenue.
Missouri Pacific.....	Ivory Avenue.
Missouri Pacific.....	Meramec Street.
Missouri Pacific.....	Chippewa Street.
Sedalia Division—M. K. & T.....	Mile Post 247.
St. Louis Division—M. K. & T.....	Mile Post 41.
Martinsburg—Wabash.....	Cedar Street.
Keytesville—Wabash.....	
Wellsville—Wabash.....	Second Street.
Wabash.....	Madison Street.
Huntsville—Wabash.....	
St. Louis County—Rock Island.....	La Due Road.
New Cambria—C. B. & Q.....	
Palmyra—C. B. & Q.....	
Hamilton—C. B. & Q.....	
Poplar Bluff—Missouri Pacific.....	Vine Street.
Center View—Missouri Pacific.....	Main Street.
Greenwood—Missouri Pacific.....	Main Street.
Holden—Missouri Pacific.....	Second and Pine.
Joplin—Missouri Pacific.....	Central Avenue.
Medill—A. T. & S. F.....	
Bucklin—A. T. & S. F.....	
Plattsburg—A. T. & S. F.....	
Alma—C. & A.....	
Grain Valley—C. & A.....	
Selsa—C. & A.....	
Cement City—A. T. & S. F.....	
Charleston—Missouri Pacific.....	East Walnut.
Dexter—Missouri Pacific.....	Bloomfield Road.
Liberty—C. M. & St. P.....	South Missouri Street.
C. M. & St. P.....	South Leonard Street.

St. Joseph—C. B. & Q.....	Cedar Street.
C. B. & Q.....	Oak Street.
C. B. & Q.....	Walnut Street.
C. B. & Q.....	Sycamore Street.
C. B. & Q.....	Tenth Street.
C. B. & Q.....	Eleventh Street.
C. B. & Q.....	Twelfth Street.
C. B. & Q.....	Fourteenth Street.
C. B. & Q.....	Sixteenth Street.
C. B. & Q.....	Penn and Seventeenth Street.
C. B. & Q.....	Twenty-Second Street.
C. G. W.....	Third Street.
A. T. & S. F.....	Twenty-Second Street.

**Investigation of Safety and Adequacy of Service Rendered by Steam Railways:** The annual inspection of the railroads of Missouri is made for the purpose of determining whether the general condition of the same is such as to give safe and adequate service to the traveling public.

Section 43 of the Public Service Commission Law provides in part as follows:

"The commission shall have the power, either through its members or responsible engineers or inspectors duly authorized by it, to enter in and upon and to inspect the property, equipment, buildings, plants, factories, power houses and offices of any of such corporations or persons, including the right for such inspection purpose to ride upon any freight locomotive or train or any passenger locomotive or train while in service; and to have upon reasonable notice the use of an inspection locomotive or special locomotive and inspection car for a physical inspection once annually of all the lines and stations of each common carrier under its supervision."

Acting in accordance with the provisions of said section, a careful inspection of all the steam road track in Missouri has been completed. As a result of this inspection there has been an improvement in roadbed, depots, drainage, crossing protection and maintenance, water supply, sanitation, interlocking and general operating conditions.

**Investigation of the Adequacy of Service Rendered by any Public Utility:** As the result of formal complaint relative to the service rendered by the United Railways Company of St. Louis, a traffic survey was made and a report submitted to the Commission. This report contains recommendations covering standards of service, additional looping facilities and extensions necessary to provide for the immediate and near future transportation requirements of the city of St. Louis.

Investigation and report has resulted in the improvement of the physical conditions of the overhead distribution systems of the telephone and electric utilities at Sedalia.

A traffic study of the service rendered by the Southwestern Telegraph and Telephone Company of St. Louis has been completed.

Investigations have been completed in St. Joseph and Hannibal relative to street railway service and to determine the necessity for extensions.

Investigation and report on the water supply at Sedalia has resulted in an order for the installation of a filtration plant. Plans for this plant have recently been approved, and the work will now go forward.

**Investigation to Determine Necessity and Safety of Switch and Side Track Connections:** A survey and report was submitted relative to connecting track between the C. B. & Q. and Wabash at Macon.

**Investigation of Signal Systems and Interlocking Plants:** It is the duty of the signal engineer to inspect interlocking plants, automatic and other block signals and highway grade crossing protection.

Rules governing the design, construction, maintenance and operation of interlocking plants were formulated last year.

Rules governing the design, construction, maintenance and operation of automatic block signals are now under consideration.

No attempt has been made to formulate standard rules for grade crossing protection.

As a result of investigation the interlocking plants at Machens and Old Monroe have been reconstructed.

Plans have been prepared for interlocking plants at Nichols, Southwestern Junction and Aurora.

The automatic block signal system recently installed on the Kansas City, Clay County & St. Joseph Railway has been inspected and approved.

Several interlocking and signal layouts installed in connection with the new terminal at Kansas City have been inspected and approved.

Plans for interlocking plant at Floyd have been approved.

Automatic block signal system on the C. B. & Q. from St. Louis to Machens has been inspected and approved.

**Track Scale Tests:** One member of the Engineering Department accompanied the United States Scale Testing Car on its trip through Missouri for the purpose of becoming familiar with the methods of scale testing.

**General:** The Engineering Department is badly handicapped in the performance of its work by exceedingly congested office space.

### **DEPARTMENT OF STATISTICS AND ACCOUNTS.**

This department is composed of a chief accountant, four assistants and one stenographer.

The duties of this department consist of the compilation of statistical information from annual reports filed by the public utilities operating within the state and making audits of utilities which have applied to the Commission to permit an adjustment of their rates, or which have had complaints filed against them by the public on account of excessive rates having been charged or insufficient service having been rendered.

The following are the names of some of the companies which have been audited during the year:

**Companies having made Application to increase their Rates:**

Southwestern Telegraph and Telephone Company of Missouri; application to increase their rates in the city of St. Louis.

Southwestern Telegraph and Telephone Company of Missouri; Caruthersville exchange.

Mississippi River and Bonne Terre Railroad Company; application to increase passenger rates.

Missouri Southern Railroad Company; application to increase both freight and passenger rates.

**Companies against whom Complaints were filed on account of Excessive Rates having been charged, or Insufficient Service having been rendered:**

De Soto Electric Company.

Missouri Public Utilities Company, Charleston plant.

Columbia Gas Company.

Columbia Telephone Company.

Jefferson City Light, Heat and Power Company.

West St. Louis Water and Light Company.

This department is at present engaged in auditing the books of the Kansas City Electric Light Company.

Annual reports of steam railroads, electric railways, express companies and the Pullman Sleeping Car Company have been compiled and are now in the hands of the printer.

**Uniform System of Accounts:** The Public Service Commission Law empowers the Commission to prescribe systems of accounts to be used by railroads, street railways, express companies, sleeping car companies, carriers by water and all other common carriers subject to its jurisdiction, telephone and telegraph companies, electric, gas, water and heating companies. The Commission is also empowered to prescribe systems of accounts to be kept by municipalities operating public utilities.

During the past year the Accounting Department has been engaged in the work of compiling uniform systems of accounts to be kept by public utilities, but the completion of this work has been delayed on account of the Interstate Commerce Commission having undertaken the revision of the systems prescribed for railroads, street railways and telephone and telegraph companies. Systems of accounts have, however, been prescribed for electric, gas, water and heating companies and municipalities.

**Method of Perfecting the Systems of Accounts which have been Prescribed:** Tentative drafts were prepared and served upon all electric, gas, water and heating companies and municipalities, with a request that the drafts be studied with a view to making improvements and filing criticisms with the Commission.

A public hearing was held in Jefferson City, at which a committee of twelve was appointed from the representatives of the utilities present to confer with the Accounting Department for the purpose of perfecting the system submitted. Committee meetings were thereafter held in Kansas City, St. Louis and Jefferson City, which were attended by the Chief Accountant of this Commission and at which were discussed the classifications of other state commissions, with the result that the systems of accounts which have been prescribed by the Commission contain all of the principles prescribed in classifications which have been previously issued.

The classifications are so arranged that they contain only the necessary accounts which all utilities should keep and are in sufficient detail as to permit comparisons between utilities operating under different systems and reports made under the classification of accounts prescribed by other states, at the same time being sufficiently flexible to conform to the needs of large and small companies, all utilities being permitted to keep additional or sub-accounts for the purpose of comparison,

which will be closed each year into the controlling or sub-accounts prescribed by this Commission.

Forms of annual reports have been served upon the electric, gas, water and heating companies and municipalities, which will be required to be filled out as at December 31, 1914, thus enabling this Commission to ascertain the condition of the utilities as to the amounts of their investment, revenues, expenses and per cent of return.

The experience of the Commission has been that the records of the average public utility are so meager as to detail that sufficient information cannot be obtained to properly adjust their rates. The systems, no doubt, will have to be revised from time to time, but they are believed to be as nearly perfect as it is possible to make them without an actual trial, and to better understand the principles upon which they have been built up, the following explanation will be of assistance.

**Financial Facts to be Accurately Stated:** In every line of business there are two vital points to be considered, namely, the amount invested and the rate of return, and the classifications which have been prescribed require that the books of the utilities shall be kept in such a manner as to clearly display this information.

The results to be obtained from the use of such a system will be beneficial to the public, to the manager and directors of the company, to the prospective investor and to the holder of stocks and bonds. The consumer will be interested in knowing that he is being charged a rate which will net the company a reasonable return on the investment. He may insist upon improved service and the company will be in possession of the facts to determine whether it is reasonable for him to demand it at the existing rates, or whether an increased charge will be necessary. The company's records will clearly show the amount of investment upon which it should pay taxes.

Public service utilities have been granted certain privileges by the state and local communities which individuals and corporations generally do not possess, such as the use of streets and public places which are the property of the public, and the public is therefore in a sense a partner in the enterprise and is entitled to know the result of the company's operations.

The management of the company will be benefited by having at all times a complete record of its transactions from

which can be ascertained the weak points in the organization. The prospective investor will be benefited by knowing that a proper system of records prescribed by the Commission can only display the correct transactions of the company. The holders of stocks and bonds will only have to examine a copy of the annual report filed with the Commission to ascertain the value of their holdings. The records which have been kept by the average utility did not display the true condition and the stockholder was not in a position to know of mismanagement or the improper use of funds and could not procure sufficient evidence to punish the guilty parties.

**How Records shall be kept and the Information Obtainable:**

The systems prescribe the principles according to which accounts shall be kept, so as to prevent the charging of items to wrong accounts.

The fixed assets will represent only the investment in property devoted to the rendering of service and production of income and the classification specifies the particular items chargeable to each fixed asset account.

Investments in property not devoted to operations will be required to be kept distinctly separate.

The system provides that Discount and Expense on Funded Debt be amortized out of earnings, and prohibits the capitalization of these items, thus assuring an accurate statement of the fixed asset values which will represent only the amount actually expended for additions and betterments.

The accounts are so arranged as to show clearly the revenues and expenses and profit on operations as separate from other revenues and other expenses.

**Depreciation:** Depreciation takes into account the consumption of Capital Invested through gradual wear and tear, obsolescence and inadequacy. Such consumption of invested capital is just as much a part of the cost of production as is the cost of coal consumed under the boilers and it would be just as false accounting to state the profit on operations before taking into account the amount of capital consumed through depreciation, as it would be to state the profit before taking into consideration the cost of coal used in production.

In order to arrive at the amount to be charged to cost of production it will be necessary to ascertain the life of the fixed assets and to include in the operating expenses an amount

sufficient to cover that part of the life of the plant which has expired during the year.

A proper consideration of the element of depreciation in fixed assets will preserve the integrity of the capital invested, as well as the operating accounts, provide for eventual replacement of worn out property, prevent the marketing of securities of run down plants and positively prevent paying back to the stockholder in the form of dividends that portion of the plant that has been consumed during the year, and is a duty that is due to the bondholder, the stockholder and the consumer.

Depreciation by wear and tear is self-explanatory. All physical matter is subject to decay, and, while the gradual decomposition is not apparent during the early stage, it is nevertheless a fact that its action is certain from the very beginning of the service of the plant.

There is a stage in the life of all articles of use where repair ceases to be economical or practical and a means of replacing such article should be provided that will not work a hardship upon the consumers for any single year, or leave the company in a position where it would have to utilize all of the earnings during the year or procure funds from outside sources to make the needed replacement.

Depreciation by obsolescence contemplates the change in type of machinery, through new inventions, the superseding of crossings at grade by overhead crossings or viaducts, or the demands of the consumer for the improved types of articles of service.

Depreciation by inadequacy represents the loss occasioned by the withdrawal from service of a machine, a building or track, through increasing demand which the item in question is unable to supply.

**Effect of a Uniform System of Accounts:** The requirements of these systems mean that the fixed asset accounts will represent the amount of actual money spent in building up the property. When bonds are sold at a discount the amount of the discount should not be capitalized, but required to be amortized annually out of the earnings.

The revenues will be recorded in such a manner as to show clearly the revenues derived from the operations of the plant separately from revenues derived from other sources.



Operating expenses will contain only items of expense actually incurred in operating the plant; all expenses not connected with the operations will be recorded separately.

**Annual Report:** The annual reports require that the utilities prepare a Balance Sheet and Profit and Loss Account, as well as historical and statistical information. The Balance Sheet is supported by schedules in which the items of Assets and Liabilities are detailed.

The Profit and Loss Account shows the various classes of operating revenues in detail, and the operating expenses included therein are supported by detailed schedules.

Non-operating revenues and deductions from gross income are supported by schedules in which are fully described the nature of the credits and charges contained therein.

The statistical information required is such that should be kept by all utilities and will cover all points that would be of interest to the Commission and public.

## **GAS, ELECTRIC, HEAT AND WATER DEPARTMENT.**

The work of this department is at present being carried on by its chief, and one stenographer. The general conduct of this work requires an accurate knowledge of the engineering principles involved in the furnishing of gas, electricity, heat and water for public service, as well as rates, quality and conditions under which such service should be furnished.

The routine duties of this department may be classified as follows:

First: The keeping of an accurate official record of all corporations and municipalities furnishing gas, electric, heating or water service in this state which come under the jurisdiction of the Commission in accordance with the definitions provided by the Public Service Commission Law.

Second: Attention to all correspondence and verbal requests for information coming before the Commission on matters pertaining to the business of furnishing gas, electric, heating or water service and allied technical subjects in general.

Third: Adjustment of all correspondence complaints involving gas, electric, heating or water service.

Fourth: The filing of the schedules of rates of gas, electric, heating and water utilities.

Fifth: General inspection and test of service meters.

Sixth: General supervision of matters pertaining to quality of gas, electric, heating and water service.

Seventh: General supervision of construction and operation of equipment by gas, electric, heating and water utilities in so far as the public interest, public health and protection of public and employees is concerned.

Eighth: Miscellaneous technical work in connection with formal complaints and investigations before the Commission involving gas, electric, heating and water utilities.

**List of Utilities:** This department keeps an accurate and up-to-date record of all of the utilities engaged in furnishing gas, electric, heating and water service in this state and the Commission's regular mailing list of these utilities is based on this record. A list of these utilities arranged in alphabetical order of cities or communities in which they are scheduled as furnishing service is appended to this report.

The following statistical data compiled in connection with this list will be of interest: (Where service is furnished in more than one city or community by the same operator, such service in each such city or community is herein considered as a separate utility.)

Summary of Utilities Furnishing Service.	Municipally owned.	Corporately owned.
Electric service only.....	26	169
Gas service only.....		30
Water service only.....	58	23
Heating service only.....		2
Electric and gas combination service.....		9
Electric and water combination service.....	41	17
Water and gas combination service.....		1
Electric and heat combination service.....		6
Electric, water and gas combination service.....	1	2
Electric, heat and gas combination service.....		1
Electric, heat, gas and water combination service.....		2
Total utilities furnishing service.....	126	262

Of the total of 388 utilities listed, it is noted that:

274 furnish electric service.

46 furnish gas service.

11 furnish heating service.

145 furnish water service.

Of the 46 gas utilities listed, it has been definitely ascertained that:

- 9 furnish coal gas.
- 13 furnish water gas.
  - 1 furnishes mixed coal and water gas.
  - 1 furnishes mixed coal and water or natural gas.
  - 1 furnishes oil gas.
  - 6 furnish acetylene.
- 14 furnish natural gas.
  - 1 furnishes gasoline "cold air process" gas.

Of the 145 water utilities listed, it has been definitely ascertained that the source of supply of 133 of them is as follows:

- 2 from combination rivers and springs.
- 2 from combination rivers and deep wells.
- 1 from combination river and surface wells.
- 1 from combination impounding reservoir and deep wells.
- 1 from combination deep wells and springs.
- 1 from combination deep wells and creek.
- 1 from combination deep wells and lake.
- 1 from combination deep wells, creek and lake.
- 9 from impounding reservoir or small lakes.
- 2 from creeks only.
- 15 from surface wells only.
- 56 from deep wells only.
  - 1 from driven pipe wells only.
  - 7 from springs only.
- 33 from rivers only.

The records indicate that 2 gas utilities corporately owned, 18 electric utilities corporately owned and 2 municipally owned, and 3 water utilities municipally owned, in this state, are not operating, being either inchoate or dormant.

During the past year 18 certificates of convenience and necessity were granted by the Commission to electric utilities.

The records of this department also disclose that 2 municipally owned water plants and 4 municipally owned electric plants began furnishing service to the public in this state during the past year.

Transfers of property have been approved by the Commission during the past year for 10 electric plants and 1 water plant.

**Miscellaneous Correspondence and Inquiries:** Practically all written and verbal requests for information and advice on mat-

ters pertaining to gas, electric, heating and water utilities and allied technical subjects are referred to this department. These requests include mainly such items as checking consumers' bills, deposits of surety, furnishing of service meters, justification of minimum charges, copies of rate schedules on file, quality of service, accuracy of meters, suggestions or advice in drafting franchises, suggestions or advice in promulgating new rates or revising rates now in effect, questions in connection with the remodeling of present equipment or the installation of new equipment, overhead line construction details, and so on through a multiplicity of items which would make too lengthy a list if set forth completely herein.

The Commission's correspondence files indicate that approximately a thousand of these requests have been handled during the past year. This figure does not include correspondence in connection with inquiries and complaints which are handled by this department as correspondence complaints, or correspondence assigned to this department pertaining to formal complaints before the Commission. Neither does this figure include correspondence conducted by this department in connection with the filing of rate schedules, which is very bulky.

A number of persons have called on this department during the past year seeking information and advice along the foregoing lines.

All requests for information and personal interviews are given the most careful attention, with such detailed explanation as is pertinent and practical.

**Adjustment of Correspondence Complaints:** A great many complaints are made to the Commission as informal complaints (termed correspondence complaints) which can usually be adjusted in an amicable and satisfactory manner to all parties concerned without resort to formal procedure before the Commission. Informal complaints involving gas, electric, heating and water utilities are assigned to this department and the usual method of procedure in such cases is to obtain detailed statements of the matter in dispute from complainant and utility and take such other steps as may be necessary to ascertain the various facts in the case. These facts are presented to both sides of the controversy in full, and often suggestions as to advisable methods of procedure for a satisfactory and equitable settlement are made, which are usually followed. Frequently a detailed explanation from the Commission on certain standard practices

which appear unreasonable to the consumer results in a better understanding when the dissatisfied consumer sees that these practices are advisable or necessary. It is the experience of this department that education of the public along these lines is the best means of promoting harmonious relations between the utilities and the general public which they serve.

In the treatment of the informal complaints before this department, the department head sometimes finds it advisable to visit the city or town in which the complaint originates, hold an informal conference with the various parties involved, inspect the utility's equipment and accounts, and offer suggestions for revising rate schedules, improving the quality of service, cutting down operating expenses, etc., all of which usually results in bettering conditions in general, both for the consumers and for the utility.

If this department is unable to arrange a satisfactory settlement of an informal complaint, the complaining party is instructed in the procedure necessary for filing a formal complaint with the Commission. The percentage of informal complaints which are afterwards made into formal cases is, however, very small, and the Commission is thus saved the time and expense of holding hearings incident to formal procedure before the Commission.

The following correspondence complaints have been filed with the Commission and treated by this department since January 1, 1914: Gas 10, electric 46, water 21, heating, none. During this period the number of complaints of this nature closed, was: Gas 5, electric 37, water 21, heating none.

These complaints involve such matters as quality of service, rates, service extensions, minimum charges, incorrect and unreasonable bills, threats to discontinue service, and so on.

The work which can be done along these lines by the Commission is necessarily limited very largely to those people who communicate with it, but a number of utilities in the state realize the importance of keeping their customers informed regarding matters which interest them and of absolutely fair and reasonable dealing in regard to all questions. This is quite encouraging, as such methods cannot help but result in great benefit to utilities and consumers alike.

**Rate Schedules:** Section 69, subsection 12, of the Public Service Commission Law, requires all gas, electric, heating and water corporations and municipalities to file with the Com-

mission and keep open to public inspection schedules showing rates for service and all general rules, contract forms, etc. in connection with same. No change can be made in any schedule filed except after thirty days' notice to the Commission and public, unless by special order of the Commission. All charges for service, together with the rules and regulations under which such service is furnished, must be in accordance with the schedules on file.

There are now filed with the Commission 45 schedules for gas, 256 for electricity, 10 for heating and 140 for water, applying to various cities, counties or subdivisions thereof throughout the state. These schedules have been drawn up and filed in accordance with general orders and corresponding blank forms promulgated by this department and issued by the Commission under date of October 15, 1913.

All new schedules filed and changes in schedules already on file are carefully checked before filing. Revisions in schedules on file which constitute an increase in charges for service are filed, and notification of such increase is immediately made to municipal authorities of the city in question, if the plant is corporately owned, with a careful explanation of the increase and its probable effects on the plant and consumers in general. At the same time the authorities are notified that the revision in rates will become effective thirty days after filing unless meanwhile suspended by the Commission, either on its own motion or upon receipt of specific complaint against the increase. If no complaint is received against the proposed increase, and if same appears justified and reasonable, it is allowed to become effective thirty days after filing, as provided by section 69, subsection 12, of the Public Service Commission Law. Otherwise a formal order is issued suspending the proposed increase under section 70 of the Law, thus giving the Commission an opportunity to investigate thoroughly the merits of such increase before allowing it to become effective.

Since January 1, 1914, approximately 10 revisions in gas, 125 in electric and 15 in water rate schedules have become effective, making a total of about 150 revisions or changes. Of these, 80 amounted to decreases in rates on file and the balance were either increases or revisions which resulted in neither an increase nor a decrease.

A number of the rate schedules on file are quite complicated and this is particularly true of the electric schedules.

A proposed revision in such schedules often requires an extensive study in order to definitely ascertain the net results of same on present and prospective consumers. A number of revisions have been received which, if allowed to become effective as filed, would have resulted in discrimination among consumers technically of the same class in violation of section 68, subsections 2 and 3, of the Public Service Commission Law. The probabilities of such discrimination are usually called to the attention of the utility proposing to file the revision in question and, if pertinent, suggestions are made for promulgating a revision or addition to schedule on file without resulting in illegal discrimination. The advice of this department in such matters is almost invariably accepted, either in the withdrawal or revision of proposed filings, thus avoiding the otherwise necessary formal action of the Commission.

Much useful work has been performed by this department in rendering assistance to various utilities, particularly to smaller ones, in promulgating practical and scientific rates. Parties making such requests are usually advised to call at the office of this department where they may have access to its files and personally interview the chief of the department.

**Standards and Regulations for Service:** The Public Service Commission Law gives the Commission power to prescribe adequate and reasonable standards for quality, pressure, voltage and other conditions pertaining to gas, electric, heating and water service furnished in this state, and to prescribe reasonable regulations for the examination and testing of such product and the measurement thereof.

Rules regulating gas, electric and water service were drawn up by this department and issued by the Commission in circular form as a tentative draft under date of July 6, 1914. All of the utilities furnishing gas, electric, heating and water service in this state were served with a copy of this tentative draft and given an opportunity to be heard on same at a public hearing held in Jefferson City on July 28th thereafter. At this hearing, which was well attended, an active discussion of these proposed rules occurred and a full stenographic report of the proceedings, as well as a list of those present, forms a part of the records of the Commission in this matter.

At the termination of this hearing, a committee was appointed by the Commission consisting of representatives of large and small municipally and privately owned utilities, with the

chief of this department as chairman, to give these rules further consideration. This committee, after a thorough study of these rules and due consideration of the record of the hearing on same, prepared its report to the Commission, which will be guided largely by this report in adopting the final draft to be served upon all utilities operating in this state.

These proposed service rules contemplate requirements covering utilities' meter records, meter readings, consumers' bills, information to consumers, cash deposits and guaranties of surety, interest on cash deposits, heating value, pressure and purity of gas service, voltage variations and interruptions of electric service, quality and pressure of water service, including requirements on bacteriological, physical and chemical analyses, record of total output at station, and rules governing inspection and testing, by utilities and Commission, of all service meters and the installation and maintenance of testing equipment necessary to properly conform with the requirements set forth.

Obviously the establishing of these rules will add considerably to the routine duties of this department and will involve an addition to its present working force, and more or less elaborate laboratory and field equipment will be necessary for referee and standardization tests, although definite plans for the conduct of this work have not been formulated. Cooperation with the State University in these matters has been seriously considered as the University laboratories are already well equipped for work of this nature and its faculty has expressed a willingness to co-operate with the Commission and give the people of the state direct advantage of the use of the elaborate equipment which it is necessary for the University to maintain for regular use in its various laboratories. However, it would be advisable for the Commission to be supplied with a suitable equipment of its own for ordinary referee and standardization testing so that all such work could be performed either by the Commission, the University, or some other testing laboratory of recognized standing. All tests on special instruments, such as polyphase and high voltage meters, etc., and comparison of secondary standards with primary standards could be performed at the University laboratories, as the conduct of such work requires a very elaborate equipment, the expense of which would be almost prohibitive to the Commission



unless special funds should be appropriated for the installation of such equipment.

The carrying out of this provision of the law will doubtless have a very beneficial effect throughout the state, as a set of high-class and practical standards are thus available which all utilities will be required to use as a guide and thus furnish the public with service which will be accurately measured, adequate, reliable, uniform and safe in accordance with the latest and most practical developments in the art of furnishing such service.

**Standards and Inspection of Equipment:** Sections 69, 95 and 116 give the Commission power to order such repairs, improvements, revisions and additions in the methods employed in the manufacture and distribution of gas, electric, heating and water service as will best promote the public interest, conserve the public health and promote the safety of the public and employees.

It is readily apparent that a systematic inspection of the equipment of the utilities furnishing service in this state would be an ideal procedure and result in great benefit to the public and utilities, particularly in the smaller cities. The extent of such an undertaking makes the consideration of it practically prohibitive, however, and the Commission has consequently confined its recommendations and orders on facilities and equipment for furnishing service largely to findings in connection with formal or informal complaints either specifically or indirectly involving these matters.

The chief of this department makes it a point to carefully note general details of equipment and construction of all plants visited by him in connection with formal or informal complaints, even though such complaints do not specifically involve these matters. His criticisms and suggestions are, in such cases, thoroughly discussed with the local management, and, if pertinent, with other parties directly or indirectly interested. Any inspectors who may be appointed to carry out the provisions of the law on service inspection and meter tests will likewise be instructed to keep in close touch with construction and equipment details. In this way a great many plants throughout the state will receive the benefit of the Commission's advice without necessitating special routine inspection work on these matters, which would be very burdensome and expensive.

Numerous inquiries and several informal complaints have been handled by this department during the past year which

involved line construction and plant equipment details. Several formal cases were filed with the Commission involving electric line construction and joint use of poles by electric, telephone, telegraph and street railway companies. The proposed standards promulgated by the Committee on Overhead Line Construction of the National Electric Light Association have been advocated by this department as a guidance for construction work pending the adoption of general rules and regulations on this subject by the Commission.

This department has permitted the joint use of overhead structures by electric light, street railway, telephone, and telegraph utilities wherever possible, chiefly for the following reasons: Improvement in appearance and less obstruction of city streets by reducing number of poles, guys, etc.; reduced cost of construction; less mutual interference, physically and electrically, and greater safety to employees by scientific joint construction agreements which it is possible to perfect and enforce satisfactorily between parties jointly occupying the same structure instead of adjacent independent structures; less tree trimming, which is usually a source of annoyance, dissatisfaction and expense.

The joint use of overhead structures is only permissible where the construction is in accordance with the best practice along well recognized standards which promote the safety and welfare of public and employees.

Several of the large utilities operating in this state have joint construction agreements which they follow closely wherever possible, and the standards proposed by the National Electric Light Association's Committee on Overhead Line Construction referred to above are very complete on this subject.

**Miscellaneous:** Frequently work is assigned to this department in connection with formal cases on the Commission's docket. These investigations often involve careful consideration of various phases of plant operation, detailed study of consumers' data, including connected loads, maximum demands, and average consumption for various classes of consumers, comparison of existing rates, minimum charges, etc., with those in effect in other cities of approximately the same size, and numerous other matters which have an important bearing on the case under consideration.

After a decision is rendered and corresponding order issued prescribing a set of rates, rules and practices to be followed

thereafter by a utility, it is advisable for a representative of the Commission to occasionally make a careful local inspection to insure compliance with the Commission's orders. One such inspection has been performed during the past year by the chief of this department.

When this department was first organized, it was thought that its chief could at various times render assistance to the Engineering Department in appraisal work, but the duties of the department have since proved so heavy and the prospects of their increase are such that this idea has practically been abandoned. The department chief conducted an appraisal of the electrical property at Charleston during the past year in connection with a formal complaint filed with the Commission involving the rates for electricity in effect in that city.

## LIST OF UTILITIES FURNISHING GAS, ELECTRIC, HEAT AND WATER SERVICE IN THIS STATE.

Operators.	Locality.	Population.	Service Furnished.
Adrain Electric Light & Power Co.	Adrain.	929	Elec.
City of Alba.	Alba.	.....	Water.
City of Albany.	Albany.	1,922	Elec., Water.
Anderson Water, Light, Heat & Power Co.	Anderson.	721	Elec., Water.
Appleton City.	Appleton City.	1,018	Elec.
Iron Co. Electric Light & Power Co.	Arcadia.	289	Elec.
City of Armstrong.	Armstrong.	579	Elec.
Ash Grove Milling & Electric Co.	Ash Grove.	1,075	Elec.
Lawrence Co. Water, Light & Cold Storage Co.	Aurora.	4,148	Elec., Water.
Callaway Electric Co.	Auxvasse.	411	Elec.
Ava Electric Light Co.	Ava.	713	Elec.
Belton Electric Light Co.	Belton.	922	Elec.
City of Bethany.	Bethany.	1,931	Elec., Water.
Billings Light, Power & Water Co.	Billings.	760	Elec.
W. J. Duffield and J. H. Isbell.	Birch Tree.	497	Elec.
I. F. Plank.	Bismarck.	848	Elec.
Arthur M. Dickinson.	Blackwater.	371	Elec.
Bland Electric Light & Power Co.	Bland.	359	Elec.
Bloomfield Electric Light, Heat, Power & Water Co.	Bloomfield.	1,147	Elec., Water.
City of Bolivar.	Bolivar.	1,975	Elec., Water.
Boone Terre Farming & Cattle Co.	Boone Terre.	9,000	Elec., Water.
The Sombart Gas Co.	Boonville.	4,252	Gas.
Boonville Electric Light & Power Co.	Boonville.	.....	Elec.
City of Boonville.	Boonville.	.....	Water.
Pike County Electric Light & Power Co.	Bowling Green.	1,585	Elec.
O. K. Lee.	Bowling Green.	.....	Water.
Mammoth Springs Electric Light & Power Co.	Brandsville.	.....	Elec.
Braymer Light, Fuel & Ice Co.	Braymer.	1,027	Elec.
City of Breckenridge.	Breckenridge.	1,025	Elec.
Brookfield Electric Light Co.	Brookfield.	5,749	Elec.

Brookfield Gas, Electric & Heating Co.	Brookfield.....	.....	Gas.
City of Brookfield.....	Brookfield.....	.....	Water.
Browning Light & Plumbing Co.	Browning.....	629	Gas.
Brunswick Light & Water Co.	Brunswick.....	1,606	Elec., Water.
A. J. Coen.....	Bucklin.....	790	Elec.
J. A. Bonner Roller Mills.....	Buffalo.....	820	Elec.
City of Bunceton.....	Bunceton.....	788	Elec.
Bunker Electric Light Plant.....	Bunker.....	606	Elec.
City of Burlington Junction.....	Burlington Junction.....	942	Elec.
Butler Water, Light & Power Co.	Butler.....	2,894	Water.
City of Butler.....	Butler.....	.....	Elec.
F. W. Bauch.....	Cabool.....	789	Elec.
Missouri Electric, Gas & Water Co.	Cainsville.....	887	Elec.
City of Calhoun.....	Calhoun.....	684	Elec.
California Electric Light & Power Co.	California.....	2,154	Elec.
City of California.....	California.....	.....	Water.
City of Cameron.....	Cameron.....	2,980	Elec., Water.
Campbell Mill & Light Co.	Campbell.....	1,781	Elec.
City of Campbell.....	Campbell.....	.....	Water.
City of Canton.....	Canton.....	2,218	Elec., Water.
Missouri Public Utilities Co.	Cape Girardeau.....	8,475	Elec., Gas, Water.
Carl Junction Gas Co.	Carl Junction.....	1,115	Gas.
Water, Light & Transit Co. of Carrollton.	Carrollton.....	3,452	Elec., Water.
Webb City & Cartersville Gas Co.	Cartersville.....	4,539	Gas.
Empire District Electric Co.	Cartersville.....	.....	Elec.
Missouri Public Utilities Co.	Cartersville.....	.....	Water.
Empire Electric Power & Supply Co.	Carthage.....	9,483	Elec.
Carthage Gas Co.	Carthage.....	.....	Gas.
City of Carthage.....	Carthage.....	.....	Elec., Water.
Caruthersville Ice, Light & Coal Co.	Caruthersville.....	3,655	Elec.
City of Caruthersville.....	Caruthersville.....	.....	Water.
Cassville Milling & Power Co.	Cassville.....	781	Water.
City of Cassville.....	Cassville.....	.....	Water.
North Missouri Light & Power Co.	Center.....	540	Elec.
Mexico Power Co.	Centralia.....	2,116	Elec.
City of Centralia.....	Centralia.....	.....	Water.

LIST OF UTILITIES FURNISHING GAS, ELECTRIC, HEAT AND WATER SERVICE IN THIS STATE—Continued.

Operators.	Locality.	Population.	Service Furnished.
Missouri Public Utilities Co.	Chaffee.	2,082	Elec.
Edward J. Perry.	Chamais.	649	Elec.
Missouri Public Utilities Co.	Charleston.	3,144	Elec.
City of Charleston.	Chillicothe.	.....	Water.
Peoples Gas & Electric Co.	Chillicothe.	6,265	Elec. Gas.
City of Chillicothe.	Chillicothe.	.....	Elec.
City Water Co. of Chillicothe.	Chillicothe.	.....	Water.
City of Clarence.	Clarence.	1,322	Elec.
Clark Electric Co.	Clark.	300	Elec.
C. K. Lee.	Clarksville.	918	Elec.
City of Clinton.	Clinton.	4,992	Elec.
Clinton Light & Water Co.	Clinton.	.....	Gas, Water.
Intelmann & Sterrett Light & Power Co.	Cole Camp.	910	Elec.
City of Cole Camp.	Cole Camp.	...	Water.
City of Columbia.	Columbia.	9,662	Elec., Water.
Columbia Gas Works.	Columbia.	.....	Gas.
Concordia Electric Co.	Concordia.	931	Elec.
City of Concordia.	Concordia.	...	Water.
Brownfield & Teare.	Craig.	621	Elec.
Pittsburgh Plate Glass Co.	Crystal City.	.....	Elec., Water.
Consumers Electric Light & Power Co.	De Soto.	4,721	Elec.
City of De Soto.	De Soto.	.....	Water.
Missouri Public Utilities Co.	Dexter.	2,322	Elec.
Dixon Light & Power Co.	Dixon.	715	Elec.
City of Doniphan.	Doniphan.	1,225	Water.
Duehweg Water Works Co.	Duenweg.	2,000	Water.
Edgerton Light & Power Co.	Edgerton.	534	Elec.
Edna Light Co.	Edina.	1,562	Elec.
N. E. Harvey.	Eldon.	1,999	Elec.
G. Vanosdall.	Eldon.	.....	Water.

Missouri Valley Light & Power Co.	El Dorado Springs.	2,503	Elec.
City of El Dorado Springs.	El Dorado Springs.	.....	Water.
Harvey Riley.	Elmer.	512	Gas.
Lee Electric Co.	Elmo.	342	Elec.
City of Elsberry.	Elsberry.	1,018	Elec.
City of Eminence.	Eminence.	.....	Elec.
Excelsior Springs Water, Gas & Electric Co.	Excelsior Springs.	3,900	Elec., Gas, Water, Heat.
Fairfax Light, Heat & Power Co.	Fairfax.	666	Elec.
City of Farmington.	Farmington.	2,613	Elec., Water.
Fayette Light, Ice & Coal Co.	Fayette.	2,586	Elec.
City of Fayette.	Fayette.	.....	Water.
City of Festus.	Festus.	2,556	Elec.
City of Oregon.	Forest City.	534	Elec., Water.
Missouri Public Utilities Co.	Fornfelt.	.....	Elec.
North Missouri Light & Power Co.	Frankford.	793	Elec.
City of Fredericktown.	Fredericktown.	2,632	Elec.
City of Fulton.	Fulton.	5,228	Elec., Water.
City of Gallatin.	Gallatin.	1,825	Elec., Water.
Galt Light & Power Co.	Galt.	583	Elec.
Garden City Light & Power Co.	Garden City.	713	Elec.
City of Glasgow.	Glasgow.	1,507	Elec., Water.
Albért Hunt.	Golden City.	882	Elec.
F. M. Gretz.	Gorin.	84	Elec.
Gower Electric Light & Power Co.	Gower.	370	Elec.
City of Granby.	Granby.	2,442	Water.
Ewing & Childers.	Grant City.	1,207	Elec.
Grant City.	Grant City.	.....	Water.
Moore Bros.	Green Castle.	454	Elec.
Moore Bros.	Green City.	844	Elec.
Greenfield Electric Light & Power Co.	Greenfield.	1,434	Elec.
City of Greenfield.	Greenfield.	.....	Water.
Citizens Light & Power Co.	Hale.	587	Elec.
Hamilton Electric Light Co.	Hamilton.	1,761	Elec.
Hamilton Light & Power Co.	Hamilton.	.....	Elec.
City of Hannibal.	Hannibal.	18,341	Elec., Water.
Citizens Gas Co.	Hannibal.	.....	Gas.

## LIST OF UTILITIES FURNISHING GAS, ELECTRIC, HEAT AND WATER SERVICE IN THIS STATE—Continued.

Operators.	Locality.	Population.	Service Furnished.
Missouri Gas & Electric Service Co.	Hardin.....	635	Elec.
City of Harrisonville.....	Harrisonville.....	1,947	Elec.
Harrisonville Water Co.	Harrisonville.....	.....	Water.
Hayti Light Co.	Hayti.....	1,057	Elec.
Missouri Gas & Electric Service Co.	Henrietta.....	443	Elec.
Bonne Terre Farming & Cattle Co.	Herculaneum.....	.....	Water.
Hermann Electric Light Co.	Hermann.....	1,592	Elec.
City of Hermann.....	Hermann.....	.....	Water.
Citizens Electric Light Co.	Higbee.....	1,215	Elec.
City of Higginsville.....	Higginsville.....	2,628	Elec., Water.
City of Holden.....	Holden.....	2,007	Elec., Water.
D. A. Dalbey.....	Hopkins.....	909	Elec.
City of Hopkins.....	Hopkins.....	.....	Water.
Hopkins Gas Light Co.	Hopkins.....	.....	Gas.
P. A. Herrington.....	Houston.....	644	Elec.
City of Humansville.....	Humansville.....	913	Water.
Huntsville Electric Light Plant.	Huntsville.....	2,247	Elec.
City of Huntsville.....	Huntsville.....	.....	Water.
Missouri Public Utilities Co.	Illmo.....	976	Elec.
City of Independence.....	Independence.....	9,859	Elec.
The Kansas Gas Co.	Independence.....	.....	Gas.
Jackson Co. Light, Heat & Power Co.	Independence.....	.....	Gas.
Independence Waterworks Co.	Independence.....	.....	Water.
Interurban Water Co.	Independence.....	.....	Water.
Iron Co. Electric Light & Power Co.	Ironton.....	721	Elec.
City of Jackson.....	Jackson.....	2,105	Elec., Water.
Jasper City Electric Light Co.	Jasper.....	664	Elec.
Jefferson City Light, Heat & Power Co.	Jefferson City.....	11,850	Elec., Gas.
Capital City Water Co.	Jefferson City.....	.....	Water.
City of Joplin.....	Joplin.....	32,073	Elec.



Empire District Electric Co.	Joplin.	.....	Eleo.
Ozark Power & Water Co.	Joplin.	.....	Eleo.
Joplin Gas Co.	Joplin.	.....	Gas.
Kansas Natural Gas Co.	Joplin.	.....	Gas.
Quapaw Natural Gas Co.	Joplin.	.....	Gas.
Joplin Water Works Co.	Joplin.	.....	Water.
City of Kahoka.	Kahoka.	1,758	Eleo., Water.
Kansas City Electric Light Co.	Kansas City.	248,381	Eleo.
Kansas City Heating Co.	Kansas City.	.....	Eleo., Heat.
North Kansas City Light, Heat & Power Co.	Kansas City.	.....	Eleo.
Kansas City Gas Co.	Kansas City.	.....	Gas.
North Kansas City Water Co.	Kansas City.	.....	Water.
Kansas City.	Kansas City.	.....	Water.
Kearney Electric Light Co.	Kennett.	631	Eleo.
Kennett Ice & Electric Co.	Kennett.	3,033	Eleo.
City of Kennett.	Kennett.	.....	Water.
J. W. Taylor.	Keytesville.	963	Gas.
King City Electric & Mfg. Co.	King City.	966	Eleo.
Kirksville Light, Power & Ice Co.	Kirksville.	6,347	Eleo.
Kirksville Gas, Heat & Electric Co.	Kirksville.	.....	Gas.
Missouri Heat, Light & Power Co.	Kirksville.	.....	Heat.
City of Kirksville.	Kirksville.	.....	Water.
City of Kirkwood.	Kirkwood.	4,171	Eleo., Water.
Mammoth Spring Electric Light & Power Co.	Koshonong.	452	Eleo.
City of La Belle.	La Belle.	1,017	Eleo.
Laclede Electric Light Co.	Laclede.	740	Eleo.
City of La Grange.	La Grange.	1,360	Eleo., Water.
City of Lamar.	Lamar.	2,316	Eleo., Water.
M. F. Warrenbrook.	Lamonte.	684	Eleo.
City of Lancaster.	Lancaster.	964	Eleo.
La Plata Light, Heat & Ice Co.	La Plata.	1,605	Eleo.
C. D. Dail.	Laredo.	758	Eleo.
Lathrop Light, Heat & Power Co.	Lathrop.	1,038	Eleo.
Excelsior Springs Water, Gas & Electric Co.	Lawson.	604	Eleo.
City of Lebanon.	Lebanon.	2,430	Eleo., Water.
Lee's Summit Electric Light & Power Co.	Lee's Summit.	1,455	Eleo.

## LIST OF UTILITIES FURNISHING GAS, ELECTRIC, HEAT AND WATER SERVICE IN THIS STATE—Continued.

Operators.	Locality.	Population.	Service Furnished.
William Don Carlos.....	Leeton.....	420	Elec.
J. S. Herridge.....	Lewiston.....	405	Elec.
Missouri Gas & Electric Service Co.....	Lexington.....	5,242	Elec., Gas.
Lexington Water Co.....	Lexington.....	.....	Water.
Missouri Gas & Electric Service Co.....	Lexington Junction.....	.....	Elec.
Liberal Light Co.....	Liberal.....	800	Elec.
Missouri Gas & Electric Service Co.....	Liberty.....	2,980	Elec.
City of Liberty.....	Liberty.....	.....	Water.
Lilburn Screen & Power Co.....	Lilburn.....	484	Elec.
E. R. Griest.....	Lincoln.....	336	Elec.
Linn Electric Light Co.....	Linn.....	532	Elec.
City of Linneus.....	Linneus.....	882	Elec.
Lockwood Electric Light Plant.....	Lockwood.....	961	Elec.
Louisiana Light, Power & Traction Co.....	Louisiana.....	4,454	Elec., Gas.
Louisiana Water Co.....	Louisiana.....	.....	Water.
City of Macon.....	Macon.....	3,584	Elec., Water.
Macon Gas & Electric Co.....	Macon.....	.....	Gas.
Maitland Electric Light & Power Co.....	Maitland.....	736	Elec.
City of Maitland.....	Maitland.....	.....	Water.
City of Malden.....	Malden.....	2,116	Elec., Water.
Mansfield Light & Power Co.....	Mansfield.....	477	Elec.
City of Marceline.....	Marceline.....	3,920	Elec., Water.
Lawrence Co. Water, Light & Cold Storage Co.....	Marionville.....	1,272	Elec., Water.
Missouri Gas & Electric Service Co.....	Marshall.....	4,869	Elec., Gas.
City of Marshall.....	Marshall.....	.....	Water.
Marshfield Electric Co.....	Marshfield.....	1,193	Elec.
Marston Light Co. (Not Inc.).....	Marston.....	258	Elec.
Maryville Electric Light & Power Co.....	Maryville.....	4,762	Elec., Heat.
City of Maryville.....	Maryville.....	.....	Water.
De Kalb County Electric Light Co.....	Maysville.....	1,051	Elec.

Meadville Light & Plumbing Co.	Meadville	580	Gas.
Memphis Electric Light, Heat & Power Co.	Memphis	1,984	Elec.
Mexico Power Co.	Mexico	5,934	Elec., Water, Gas, Heat.
City of Milan	Milan	2,191	Elec., Water.
Moberly Light & Power Co.	Moberly	10,923	Elec., Gas.
City of Moberly	Moberly	.....	Water.
C. E. Mosley	Mokane	646	Elec.
City of Monett	Monett	4,177	Elec., Water.
City of Monroe	Monroe	1,749	Elec., Water.
Montgomery Ice & Electric Co.	Montgomery City	1,789	Elec.
Missouri Public Utilities Co.	Morehouse	1,636	Elec.
Louis C. Sperry	Morrisville	360	Elec., Water.
Mound City Electric Light & Ice Co.	Mound City	1,575	Elec.
Mound City	Mound City	.....	Water.
Mountain Grove Ice & Electric Co.	Mountain Grove	1,722	Elec.
City of Mountain Grove	Mountain Grove	.....	Water.
City of Mount Vernon	Mount Vernon	1,161	Elec., Water.
Neck City	Neck City	528	Water.
Neosho Electric Light Co.	Neosho	3,661	Elec.
City of Neosho	Neosho	.....	Water.
Ft. Scott & Nevada Light, Heat, Water & Power Co.	Nevada	7,176	Elec., Gas, Water.
Newburg Electric Light & Power Co.	Newburg	932	Elec.
City of New Franklin	New Franklin	794	Water.
Home Electric Co.	New Franklin	.....	Elec.
City of New Haven	New Haven	855	Water.
North Missouri Light & Power Co.	New London	942	Elec.
Julian J. Ross	New London	.....	Elec.
New Madrid Electric Light & Power Co.	New Madrid	1,882	Elec.
City of New Madrid	New Madrid	.....	Water.
Norborne Fuel, Ice & Light Co.	Norborne	1,241	Elec.
Merchants Light & Power Co.	Novinger	1,711	Elec.
W. T. McLaurine	Oak Grove	641	Elec.
Richard A. Bank	Oak Grove	.....	Gas.
City of Odessa	Odessa	1,531	Elec.
The Scott County Milling Co.	Oran	1,023	Elec.
City of Oregon	Oregon	1,002	Elec., Water.

## LIST OF UTILITIES FURNISHING GAS, ELECTRIC, HEAT AND WATER SERVICE IN THIS STATE.

Operators.	Locality.	Population.	Service Furnished.
Adrain Electric Light & Power Co.	Adrain.	929	Elec.
City of Alba.	Alba.	.....	Water.
City of Albany.	Albany.	1,922	Elec., Water.
Anderson Water, Light, Heat & Power Co.	Anderson.	721	Elec., Water.
Appleton City.	Appleton City.	1,018	Elec.
Iron Co. Electric Light & Power Co.	Arcadia.	289	Elec.
City of Armstrong.	Armstrong.	579	Elec.
Ash Grove Milling & Electric Co.	Ash Grove.	1,075	Elec.
Lawrence Co. Water, Light & Cold Storage Co.	Aurora.	4,148	Elec., Water.
Callaway Electric Co.	Auxvasse.	411	Elec.
Ava Electric Light Co.	Ava.	713	Elec.
Belton Electric Light Co.	Belton.	922	Elec.
City of Bethany.	Bethany.	1,931	Elec., Water.
Billings Light, Power & Water Co.	Billings.	780	Elec.
W. J. Duffield and J. H. Isbell.	Birch Tree.	497	Elec.
I. F. Plank.	Bismarck.	848	Elec.
Arthur M. Dickinson.	Blackwater.	371	Elec.
Bland Electric Light & Power Co.	Bland.	359	Elec.
Bloomfield Electric Light, Heat, Power & Water Co.	Bloomfield.	1,147	Elec., Water.
City of Bolivar.	Bolivar.	1,975	Elec., Water.
Boone Terre Farming & Cattle Co.	Boone Terre.	9,000	Elec., Water.
The Sombart Gas Co.	Boonville.	4,252	Gas.
Boonville Electric Light & Power Co.	Boonville.	.....	Elec.
City of Boonville.	Boonville.	.....	Water.
Pike County Electric Light & Power Co.	Bowling Green.	1,585	Elec.
O. K. Lee.	Bowling Green.	.....	Water.
Mammoth Springs Electric Light & Power Co.	Brandsville.	.....	Elec.
Braymer Light, Fuel & Ice Co.	Braymer.	1,027	Elec.
City of Breckenridge.	Breckenridge.	1,025	Elec.
Brookfield Electric Light Co.	Brookfield.	5,749	Elec.

Brookfield Gas, Electric & Heating Co.	Brookfield	.....	Gas.
City of Brookfield	Brookfield	.....	Water.
Browning Light & Plumbing Co.	Browning	629	Gas.
Brunswick Light & Water Co.	Brunswick	1,606	Elec., Water.
A. J. Coen	Bucklin	790	Elec.
J. A. Bonner Roller Mills	Buffalo	820	Elec.
City of Bunceton	Bunceton	788	Elec.
Bunker Electric Light Plant	Bunker	606	Elec.
City of Burlington Junction	Burlington Junction	942	Elec.
Butler Water, Light & Power Co.	Butler	2,894	Water.
City of Butler	Butler	.....	Elec.
F. W. Bauch	Cabool	789	Elec.
Missouri Electric, Gas & Water Co.	Gainsville	887	Elec.
City of Calhoun	Calhoun	684	Elec.
California Electric Light & Power Co.	California	2,154	Elec.
City of California	California	.....	Water.
City of Cameron	Cameron	2,980	Elec., Water.
Campbell Mill & Light Co.	Campbell	1,781	Elec.
City of Campbell	Campbell	.....	Water.
City of Canton	Canton	2,218	Elec., Water.
Missouri Public Utilities Co.	Cape Girardeau	8,475	Elec., Gas, Water.
Carl Junction Gas Co.	Carl Junction	1,115	Gas.
Water, Light & Transit Co. of Carrollton	Carrollton	3,452	Elec., Water.
Webb City & Cartersville Gas Co.	Cartersville	4,539	Gas.
Empire District Electric Co.	Cartersville	.....	Elec.
Missouri Public Utilities Co.	Cartersville	.....	Water.
Empire Electric Power & Supply Co.	Cartersville	9,483	Elec.
Carthage Gas Co.	Carthage	.....	Gas.
City of Carthage	Carthage	.....	Elec., Water.
Caruthersville Ice, Light & Coal Co.	Caruthersville	3,655	Elec.
City of Caruthersville	Caruthersville	.....	Water.
Cassville Milling & Power Co.	Cassville	781	Elec.
City of Cassville	Cassville	.....	Water.
North Missouri Light & Power Co.	Center	540	Elec.
Mexico Power Co.	Centralia	2,116	Elec.
City of Centralia	Centralia	.....	Water.

## LIST OF UTILITIES FURNISHING GAS, ELECTRIC, HEAT AND WATER SERVICE IN THIS STATE—Continued.

Operators.	Locality.	Population.	Service Furnished.
Missouri Public Utilities Co.	Chaffee.	2,082	Elec.
Edward J. Perry.	Chamais.	649	Elec.
Missouri Public Utilities Co.	Charleston.	3,144	Elec.
City of Charleston.	Chillicothe.	.....	Water.
Peoples Gas & Electric Co.	Chillicothe.	6,265	Elec. Gas.
City of Chillicothe.	Chillicothe.	.....	Elec.
City Water Co. of Chillicothe.	Chillicothe.	.....	Water.
City of Clarence.	Clarence.	1,322	Elec.
Clark Electric Co.	Clark.	300	Elec.
C. K. Lee.	Clarksville.	918	Elec.
City of Clinton.	Clinton.	4,992	Elec.
Clinton Light & Water Co.	Clinton.	.....	Gas, Water.
Intelmann & Sterrett Light & Power Co.	Cole Camp.	910	Elec.
City of Cole Camp.	Cole Camp.	...	Water.
City of Columbia.	Columbia.	9,662	Elec., Water.
Columbia Gas Works.	Columbia.	.....	Gas.
Concordia Electric Co.	Concordia.	931	Elec.
City of Concordia.	Concordia.	...	Water.
Brownfield & Teare.	Craig.	621	Elec.
Pittsburgh Plate Glass Co.	Crystal City.	.....	Elec., Water.
Consumers Electric Light & Power Co.	De Soto.	4,721	Elec.
City of De Soto.	De Soto.	.....	Water.
Missouri Public Utilities Co.	Dexter.	2,322	Elec.
Dixon Light & Power Co.	Dixon.	715	Elec.
City of Doniphan.	Doniphan.	1,225	Water.
Duehweg Water Works Co.	Duehweg.	2,000	Water.
Edgerton Light & Power Co.	Edgerton.	534	Elec.
Edina Light Co.	Edina.	1,562	Elec.
N. E. Harvey.	Eldon.	1,999	Elec.
C. Vanosdall.	Eldon.	.....	Water.

Missouri Valley Light & Power Co.	El Dorado Springs.	2,503	Elec.
City of El Dorado Springs.	El Dorado Springs.	.....	Water.
Harvey Riley.	Elmer.	512	Gas.
Lee Electric Co.	Elmo.	342	Elec.
City of Elsberry.	Elsberry.	1,018	Elec.
City of Eminence.	Eminence.	.....	Elec.
Excelsior Springs Water, Gas & Electric Co.	Excelsior Springs.	3,900	Elec., Gas, Water, Heat.
Fairfax Light, Heat & Power Co.	Fairfax.	666	Elec.
City of Farmington.	Farmington.	2,613	Elec., Water.
Fayette Light, Ice & Coal Co.	Fayette.	2,586	Elec.
City of Fayette.	Fayette.	.....	Water.
City of Festus.	Festus.	2,556	Elec.
City of Oregon.	Forest City.	534	Elec., Water.
Missouri Public Utilities Co.	Fornfelt.	.....	Elec.
North Missouri Light & Power Co.	Frankford.	793	Elec.
City of Fredericktown.	Fredericktown.	2,632	Elec.
City of Fulton.	Fulton.	5,228	Elec., Water.
City of Gallatin.	Gallatin.	1,825	Elec., Water.
Galt Light & Power Co.	Galt.	583	Elec.
Garden City Light & Power Co.	Garden City.	713	Elec.
City of Glasgow.	Glasgow.	1,507	Elec., Water.
Albert Hunt.	Golden City.	882	Elec.
F. M. Cretz.	Gorin.	84	Elec.
Gower Electric Light & Power Co.	Gower.	370	Elec.
City of Granby.	Granby.	2,442	Water.
Ewing & Childers.	Grant City.	1,207	Elec.
Grant City.	Grant City.	.....	Water.
Moore Bros.	Green Castle.	454	Elec.
Moore Bros.	Green City.	844	Elec.
Greenfield Electric Light & Power Co.	Greenfield.	1,434	Elec.
City of Greenfield.	Greenfield.	.....	Water.
Citizens Light & Power Co.	Hale.	587	Elec.
Hamilton Electric Light Co.	Hamilton.	1,761	Elec.
Hamilton Light & Power Co.	Hamilton.	.....	Elec.
City of Hannibal.	Hannibal.	18,341	Elec., Water.
Citizens Gas Co.	Hannibal.	.....	Gas.

## LIST OF UTILITIES FURNISHING GAS, ELECTRIC, HEAT AND WATER SERVICE IN THIS STATE—Continued.

Operators.	Locality.	Population.	Service Furnished.
Missouri Gas & Electric Service Co.	Hardin.....	635	Elec.
City of Harrisonville.	Harrisonville.....	1,947	Elec.
Harrisonville Water Co.	Harrisonville.....	.....	Water.
Hayti Light Co.	Hayti.....	1,057	Elec.
Missouri Gas & Electric Service Co.	Henrietta.....	443	Elec.
Bonne Terre Farming & Cattle Co.	Herolaneum.....	.....	Water.
Hermann Electric Light Co.	Hermann.....	1,592	Elec.
City of Hermann.	Hermann.....	.....	Water.
Citizens Electric Light Co.	Higbee.....	1,215	Elec.
City of Higginsville.	Higginsville.....	2,628	Elec., Water.
City of Holden.	Holden.....	2,007	Elec., Water.
D. A. Dalbey	Hopkins.....	909	Elec.
City of Hopkins.	Hopkins.....	.....	Water.
Hopkins Gas Light Co.	Hopkins.....	.....	Gas.
P. A. Herrington.	Houston.....	644	Elec.
City of Humansville.	Humansville.....	913	Water.
Huntsville Electric Light Plant.	Huntsville.....	2,247	Elec.
City of Huntsville	Huntsville.....	.....	Water.
Missouri Public Utilities Co.	Illmo.....	976	Elec.
City of Independence.	Independence.....	9,859	Elec.
The Kansas Gas Co.	Independence.....	.....	Gas.
Jackson Co. Light, Heat & Power Co.	Independence.....	.....	Gas.
Independence Waterworks Co.	Independence.....	.....	Water.
Interurban Water Co.	Independence.....	.....	Water.
Iron Co. Electric Light & Power Co.	Ironton.....	721	Elec.
City of Jackson.	Jackson.....	2,105	Elec., Water.
Jasper City Electric Light Co.	Jasper.....	664	Elec.
Jefferson City Light, Heat & Power Co.	Jefferson City.....	11,850	Elec., Gas.
Capital City Water Co.	Jefferson City.....	.....	Water.
City of Joplin.	Joplin.....	32,073	Elec.



Empire District Electric Co.	Joplin.	.....	Elec.
Ozark Power & Water Co.	Joplin.	.....	Elec.
Joplin Gas Co.	Joplin.	.....	Gas.
Kansas Natural Gas Co.	Joplin.	.....	Gas.
Quapaw Natural Gas Co.	Joplin.	.....	Gas.
Joplin Water Works Co.	Joplin.	.....	Water.
City of Kahoka.	Kahoka.	1,758	Elec., Water.
Kansas City Electric Light Co.	Kansas City.	248,381	Elec.
Kansas City Heating Co.	Kansas City.	.....	Elec., Heat.
North Kansas City Light, Heat & Power Co.	Kansas City.	.....	Elec.
Kansas City Gas Co.	Kansas City.	.....	Gas.
North Kansas City Water Co.	Kansas City.	.....	Water.
Kansas City.	Kansas City.	.....	Water.
Kearney Electric Light Co.	Kearney.	631	Elec.
Kennett Ice & Electric Co.	Kennett.	3,033	Elec.
City of Kennett.	Kennett.	.....	Water.
J. W. Taylor.	Keytesville.	963	Gas.
King City Electric & Mfg. Co.	King City.	966	Elec.
Kirkville Light, Power & Ice Co.	Kirkville.	6,347	Elec.
Kirkville Gas, Heat & Electric Co.	Kirkville.	.....	Gas.
Missouri Heat, Light & Power Co.	Kirkville.	.....	Heat.
City of Kirkville.	Kirkville.	.....	Water.
City of Kirkwood.	Kirkwood.	4,171	Elec., Water.
Mammoth Spring Electric Light & Power Co.	Koshonong.	452	Elec.
City of La Belle.	La Belle.	1,017	Elec.
Laclede Electric Light Co.	Laclede.	740	Elec.
City of La Grange.	La Grange.	1,360	Elec., Water.
City of Lamar.	Lamar.	2,316	Elec., Water.
M. F. Wahrenbrock.	Lamonte.	684	Elec.
City of Lancaster.	Lancaster.	964	Elec.
La Plata Light, Heat & Ice Co.	La Plata.	1,605	Elec.
C. D. Dall.	Laredo.	758	Elec.
Lathrop Light, Heat & Power Co.	Lathrop.	1,038	Elec.
Excelsior Springs Water, Gas & Electric Co.	Lawson.	604	Elec.
City of Lebanon.	Lebanon.	2,430	Elec., Water.
Lee's Summit Electric Light & Power Co.	Lee's Summit.	1,455	Elec.

## LIST OF UTILITIES FURNISHING GAS, ELECTRIC, HEAT AND WATER SERVICE IN THIS STATE—Continued.

Operators.	Locality.	Population.	Service Furnished.
William Don Carlos	Leeton	420	Elec.
J. S. Herridge	Lewiston	405	Elec.
Missouri Gas & Electric Service Co.	Lexington	5,242	Elec., Gas.
Lexington Water Co.	Lexington	.....	Water.
Missouri Gas & Electric Service Co.	Lexington Junction	.....	Elec.
Liberal Light Co.	Liberal	800	Elec.
Missouri Gas & Electric Service Co.	Liberty	2,980	Elec.
City of Liberty	Liberty	.....	Water.
Liburn Screen & Power Co.	Lilburn	484	Elec.
E. R. Griest	Lincoln	336	Elec.
Linn Electric Light Co.	Linn	532	Elec.
City of Linneus	Linneus	882	Elec.
Lockwood Electric Light Plant.	Lockwood	961	Elec.
Louisiana Light, Power & Traction Co.	Louisiana	4,454	Elec., Gas.
Louisiana Water Co.	Louisiana	.....	Water.
City of Macon	Macon	3,584	Elec., Water.
Macon Gas & Electric Co.	Macon	.....	Gas.
Maitland Electric Light & Power Co.	Maitland	736	Elec.
City of Maitland	Maitland	.....	Water.
City of Malden	Malden	2,116	Elec., Water.
Mansfield Light & Power Co.	Mansfield	477	Elec.
City of Marceline	Marceline	3,920	Elec., Water.
Lawrence Co. Water, Light & Cold Storage Co.	Marionville	1,272	Elec., Water.
Missouri Gas & Electric Service Co.	Marshall	4,869	Elec., Gas.
City of Marshall	Marshall	.....	Water.
Marshfield Electric Co.	Marshfield	1,193	Elec.
Marston Light Co. (Not Inc.)	Marston	258	Elec.
Maryville Electric Light & Power Co.	Maryville	4,762	Elec., Heat.
City of Maryville	Maryville	.....	Water.
De Kalb County Electric Light Co.	Maysville	1,051	Elec.



LIST OF UTILITIES FURNISHING GAS, ELECTRIC, HEAT AND WATER SERVICE IN THIS STATE—Continued.

Operators.	Locality.	Population.	Service Furnished.
Empire District Electric Co.	Oronogo.....	1,912	Elec.
Oronogo Gas Co.	Oronogo.....	.....	Gas.
City of Oronogo.	Oronogo.....	.....	Water.
Missouri Gas & Electric Service Co.	Orick.....	435	Elec.
Oscola Light & Water Co.	Oscola.....	1,114	Elec., Water.
Owensville Electric Light Co.	Owensville.....	677	Elec.
Water Power Light Co.	Ozark.....	813	Elec.
City of Ozark.	Ozark.....	.....	Water.
The Electric Co. of Missouri.	Pacific.....	1,418	Elec.
City of Pacific.	Pacific.....	.....	Water.
City of Palmyra.	Palmyra.....	2,168	Elec., Water.
City of Paris.	Paris.....	1,474	Elec., Water.
Park College.	Parkville.....	765	Elec., Water.
Hugh T. Jones and S. W. Fickle.	Parkville.....	.....	Gas.
Peirce City.	Peirce City.....	2,043	Elec., Water.
North Missouri Light & Power Co.	Perry.....	895	Elec.
Perry Co. Public Utilities Co.	Perryville.....	1,708	Elec.
Wm. E. Bunyard.	Piedmont.....	1,154	Elec.
Zahringer Electric Light & Power Co.	Pilot Grove.....	654	Elec.
Smith Clemings.	Platte City.....	763	Elec.
Plattsburg Light & Power Co.	Plattsburg.....	1,650	Elec.
Reader Light, Ice & Fuel Co.	Pleasant Hill.....	2,065	Elec.
City of Pleasant Hill.	Pleasant Hill.....	.....	Water.
Missouri Public Utilities Co.	Poplar Bluff.....	6,916	Elec.
City of Poplar Bluff.	Portageville.....	.....	Water.
Portageville Manufacturing Co.	Portageville.....	987	Elec.
City of Potosi.	Potosi.....	772	Water.
City of Princeton.	Princeton.....	1,385	Elec., Water.
City of Purcell.	Purcell.....	994	Water.
E. L. Hawks.	Puxico.....	814	Elec., Water.

Queen City	Queen City	701	Elec.
Republic Lighting Co.	Republic	884	Elec.
City of Rich Hill	Rich Hill	2,755	Elec., Gas, Water.
Richland Light & Power Co.	Richland	884	Elec.
Missouri Gas & Electric Service Co.	Richmond	3,664	Elec.
City of Richmond	Richmond	.....	Water.
Milligan & Taylor	Ridgeway	841	Gas.
City of Rockport	Rockport	1,053	Elec., Water.
City of Rolla	Rolla	2,261	Elec., Water.
J. L. Pendell	Rothville	245	Elec.
Salem Light & Power Co.	Salem	1,796	Elec.
City of Salisbury	Sallsbury	1,834	Ele&t., Water.
Sarcozie Electric Light & Milling Co.	Sarcozie	1,311	Elec.
City of Sarcozie	Sarcozie	.....	Water.
Savannah Electric Light & Power Co.	Savannah	1,583	Elec.
City of Savannah	Savannah	.....	Water.
City Light & Traction Co.	Sedalia	17,822	Elec., Gas.
Economy Steam Heating & Electric Co.	Sedalia	.....	Heat.
City Water Co. of Sedalia	Sedalia	.....	Water.
Senath Light & Power Co.	Senath	1,029	Elec.
Seneca Artesian Water Co.	Seneca	981	Water.
C. W. Longacre	Seymour	590	Elec.
City of Shelbyna	Shelbina	2,174	Elec., Water.
Robert Parker	Shelbyville	685	Elec.
Missouri Public Utilities Co.	Sikeston	3,327	Elec.
City of Sikeston	Sikeston	.....	Water.
City of Slater	Slater	3,238	Elec., Water.
Carl Junction Gas Co.	Smithfield	.....	Gas.
Smithville Electric Light Co.	Smithville	680	Elec.
Lee Electric Co.	South Blanchard	.....	Elec.
City of South Gorin	South Gorin	746	Water.
City of Spickardsville	Spickardsville	638	Water.
Springfield Gas & Electric Co.	Springfield	35,201	Elec., Gas, Heat.
Springfield City Water Co.	Springfield	.....	Water.
Stanberry Light & Power Co.	Stanberry	2,121	Elec.
City of Stanberry	Stanberry	.....	Water.

## LIST OF UTILITIES FURNISHING GAS, ELECTRIC, HEAT AND WATER SERVICE IN THIS STATE—Continued.

Operators.	Locality.	Population.	Service Furnished.
John B. Keesman.....	Stewartsville.....	543	Elec.
American Light & Power Co.....	St. Charles.....	9,437	Elec.
St. Charles Electric Light & Power Co.....	St. Charles.....	.....	Elec.
St. Charles Lighting Co.....	St. Charles.....	.....	Gas.
City of St. Charles.....	St. Charles.....	.....	Water.
American Light & Power Co.....	St. Charles County.....	.....	Elec.
Home Light & Water Co.....	Ste. Genevieve.....	1,967	Elec., Water.
Alverson Ice & Power Co.....	St. James.....	1,100	Elec.
St. Joseph Railway, Light, Heat & Power Co.....	St. Joseph.....	77,403	Elec., Heat.
St. Joseph Gas Co.....	St. Joseph.....	.....	Gas.
St. Joseph Water Co.....	St. Joseph.....	.....	Water.
Cupples Station Light, Heat & Power Co.....	St. Louis.....	687,029	Elec., Heat.
Holland Realty & Power Co.....	St. Louis.....	.....	Elec., Heat.
Laclede Gas Light Co.....	St. Louis.....	.....	Elec., Gas.
Phoenix Light, Heat & Power Co.....	St. Louis.....	.....	Elec.
Union Electric Light & Power Co.....	St. Louis.....	.....	Elec., heat.
City of St. Louis.....	St. Louis.....	.....	Water.
The Electric Co. of Missouri.....	St. Louis County.....	.....	Elec.
St. Louis County Gas Co.....	St. Louis County.....	.....	Gas.
Western Power & Light Co.....	St. Louis County.....	.....	Elec.
West St. Louis Water & Light Co.....	St. Louis County.....	.....	Elec., Water.
City of Sturgeon.....	Sturgeon.....	663	Elec.
City of Sweet Springs.....	Sweet Springs.....	1,122	Elec., Water.
Tarkio Electric & Water Co.....	Tarkio.....	1,966	Elec., Water.
Mammoth Springs Electric Light & Power Co.....	Thayer.....	1,613	Elec.
City of Tipton.....	Tipton.....	1,273	Elec.
Trenton Gas & Electric Co.....	Trenton.....	5,556	Elec., Gas.
City of Tienton.....	Trenton.....	.....	Water.
City of Troy.....	Troy.....	1,120	Elec.
The Electric Co. of Missouri.....	Union.....	934	Elec.

City of Union.	Union.	Water.
A. A. Dodge.	Union Star.	..... 388
City of Unionville.	Unionville.	..... 2,000
Valley Park Electric Co.	Valley Park.	..... Elec., Water.
Valley Park Water Co.	Valley Park.	..... Elec.
Vandalia Electric Light Co.	Vandalia.	..... Water.
City of Vandalia.	Vandalia.	..... Elec.
Lawrence Co. Light, Water & Cold Storage Co.	Verona.	..... Water.
City of Versailles.	Versailles.	..... Elec., Water.
F. J. Keep.	Vienna.	..... Elec.
Warrensburg Electric Light, Heat & Power Co.	Warrensburg.	..... Elec.
Warrensburg & Pertle Springs Water Co.	Warrensburg.	..... Elec.
Warrenton Electric Light, Ice & Power Co.	Warrenton.	..... Water.
City of Warrenton.	Warrenton.	..... Elec.
City of Warsaw.	Warsaw.	..... Water.
The Electric Co. of Missouri.	Washington.	..... Elec.
Washington Water & Light Co.	Washington.	..... Elec.
The Empire District Electric Co.	Webb City.	..... Water.
Webb City & Cartersville Gas Co.	Webb City.	..... Elec.
Missouri Public Utilities Co.	Webb City.	..... Gas.
City of Webster Groves.	Webster Groves.	..... Water.
Wellington Light & Power Co.	Wellington.	..... Water.
Wellsville Light, Power & Water Co.	Wellsville.	..... Elec.
The Royal Brewery.	Weston.	..... Elec.
The Weston Gas & Light Co.	Weston.	..... Gas.
City of West Plains.	West Plains.	..... Elec., Water
The Light, Power & Manufacturing Co.	Willow Springs.	..... Elec., Water
City of Windsor.	Windsor.	..... Water.
Windsor Light, Water, Heat & Power Co.	Windsor.	..... Elec.

## LIST OF UTILITIES FURNISHING GAS, ELECTRIC, HEAT AND WATER SERVICE IN THIS STATE—Continued.

Operators.	Locality.	Population.	Service Furnished.
Missouri Gas & Electric Service Co.	Hardin	635	Elec.
City of Harrisonville.	Harrisonville.	1,947	Elec.
Harrisonville Water Co.	Harrisonville.	.....	Water.
Hayti Light Co.	Hayti	1,057	Elec.
Missouri Gas & Electric Service Co.	Henrietta.	443	Elec.
Bonne Terre Farming & Cattle Co.	Herculeaneum.	.....	Water.
Hermann Electric Light Co.	Hermann.	1,592	Elec.
City of Hermann.	Hermann.	.....	Water.
Citizens Electric Light Co.	Higbee.	1,215	Elec.
City of Higginsville.	Higginsville.	2,628	Elec., Water.
City of Holden.	Holden.	2,007	Elec., Water.
D. A. Dalbey.	Hopkins.	909	Elec.
City of Hopkins.	Hopkins.	.....	Water.
Hopkins Gas Light Co.	Hopkins.	.....	Gas.
P. A. Herrington.	Houston.	644	Elec.
City of Humansville.	Humansville.	913	Water.
Huntsville Electric Light Plant.	Huntsville.	2,247	Elec.
City of Huntsville.	Huntsville.	.....	Water.
Missouri Public Utilities Co.	Illmo.	976	Elec.
City of Independence.	Independence.	9,859	Elec.
The Kansas Gas Co.	Independence.	.....	Gas.
Jackson Co. Light, Heat & Power Co.	Independence.	.....	Gas.
Independence Waterworks Co.	Independence.	.....	Water.
Interurban Water Co.	Independence.	.....	Water.
Iron Co. Electric Light & Power Co.	Ironton.	721	Elec.
City of Jackson.	Jackson.	2,105	Elec., Water.
Jasper City Electric Light Co.	Jasper.	664	Elec.
Jefferson City Light, Heat & Power Co.	Jefferson City.	11,850	Elec., Gas.
Capital City Water Co.	Jefferson City.	.....	Water.
City of Joplin.	Joplin.	32,073	Elec.



Empire District Electric Co.	Joplin.	.....	Eleo.
Ozark Power & Water Co.	Joplin.	.....	Eleo.
Joplin Gas Co.	Joplin.	.....	Gas.
Kansas Natural Gas Co.	Joplin.	.....	Gas.
Quapaw Natural Gas Co.	Joplin.	.....	Gas.
Joplin Water Works Co.	Joplin.	.....	Water.
City of Kahoka.	Kahoka.	1,758	Eleo., Water.
Kansas City Electric Light Co.	Kansas City.	248,381	Eleo.
Kansas City Heating Co.	Kansas City.	.....	Eleo., Heat.
North Kansas City Light, Heat & Power Co.	Kansas City.	.....	Eleo.
Kansas City Gas Co.	Kansas City.	.....	Gas.
North Kansas City Water Co.	Kansas City.	.....	Water.
Kansas City.	Kansas City.	.....	Water.
Kearney Electric Light Co.	Kearney.	631	Eleo.
Kennett Ice & Electric Co.	Kennett.	3,033	Eleo.
City of Kennett.	Kennett.	.....	Water.
J. W. Taylor.	Keytesville.	963	Gas.
King City Electric & Mfg. Co.	King City.	966	Eleo.
Kirkville Light, Power & Ice Co.	Kirkville.	6,347	Eleo.
Kirkville Gas, Heat & Electric Co.	Kirkville.	.....	Gas.
Missouri Heat, Light & Power Co.	Kirkville.	.....	Heat.
City of Kirkville.	Kirkville.	.....	Water.
City of Kirkwood.	Kirkwood.	4,171	Eleo., Water.
Mammoth Spring Electric Light & Power Co.	Koshong.	452	Eleo.
City of La Belle.	La Belle.	1,017	Eleo.
Laclede Electric Light Co.	Laclede.	740	Eleo.
City of La Grange.	La Grange.	1,360	Eleo., Water.
City of Lamar.	Lamar.	2,316	Eleo., Water.
M. F. Wahrenbrock.	Lamonte.	684	Eleo.
City of Lancaster.	Lancaster.	964	Eleo.
La Plata Light, Heat & Ice Co.	La Plata.	1,605	Eleo.
C. D. Dall.	Laredo.	758	Eleo.
Lathrop Light, Heat & Power Co.	Lathrop.	1,038	Eleo.
Excelsior Springs Water, Gas & Electric Co.	Lawson.	604	Eleo.
City of Lebanon.	Lebanon.	2,430	Eleo., Water.
Lee's Summit Electric Light & Power Co.	Lee's Summit.	1,455	Eleo.

## LIST OF UTILITIES FURNISHING GAS, ELECTRIC, HEAT AND WATER SERVICE IN THIS STATE—Continued.

Operators.	Locality.	Population.	Service Furnished.
William Don Carlos	Leeton	420	Elec.
J. S. Herridge	Lewiston	405	Elec.
Missouri Gas & Electric Service Co.	Lexington	5,242	Elec., Gas.
Lexington Water Co.	Lexington	.....	Water.
Missouri Gas & Electric Service Co.	Lexington Junction	.....	Elec.
Liberal Light Co.	Liberal	800	Elec.
Missouri Gas & Electric Service Co.	Liberty	2,980	Elec.
City of Liberty	Liberty	.....	Water.
Lilburn Screen & Power Co.	Lilburn	484	Elec.
E. R. Griest	Lincoln	336	Elec.
Linn Electric Light Co.	Linn	532	Elec.
City of Linneus	Linneus	882	Elec.
Lockwood Electric Light Plant	Lockwood	961	Elec.
Louisiana Light, Power & Traction Co.	Louisiana	4,454	Elec., Gas.
Louisiana Water Co.	Louisiana	.....	Water.
City of Macon	Macon	3,584	Elec., Water.
Macon Gas & Electric Co.	Macon	.....	Gas.
Maitland Electric Light & Power Co.	Maitland	736	Elec.
City of Maitland	Maitland	.....	Water.
City of Malden	Malden	2,116	Elec., Water.
Mansfield Light & Power Co.	Mansfield	477	Elec.
City of Marceline	Marceline	3,920	Elec., Water.
Lawrence Co. Water, Light & Cold Storage Co.	Marionville	1,272	Elec., Water.
Missouri Gas & Electric Service Co.	Marshall	4,869	Elec., Gas.
City of Marshall	Marshall	.....	Water.
Marshfield Electric Co.	Marshfield	1,193	Elec.
Marston Light Co. (Not Inc.)	Marston	258	Elec.
Maryville Electric Light & Power Co.	Maryville	4,762	Elec., Heat.
City of Maryville	Maryville	.....	Water.
De Kalb County Electric Light Co.	Maysville	1,051	Elec.

Meadville Light & Plumbing Co.	Meadville.	580	Gas.
Memphis Electric Light, Heat & Power Co.	Memphis.	1,984	Elec.
Mexico Power Co.	Mexico.	5,934	Elec., Water, Gas, Heat.
City of Milan.	Milan.	2,191	Elec., Water.
Moberly Light & Power Co.	Moberly.	10,923	Elec., Gas.
City of Moberly.	Moberly.	.....	Water.
C. E. Mosley	Mokane.	646	Elec.
City of Monett.	Monett.	4,177	Elec., Water.
City of Monroe.	Monroe.	1,749	Elec., Water.
Montgomery Ice & Electric Co.	Montgomery City.	1,789	Elec.
Missouri Public Utilities Co.	Morehouse.	1,636	Elec.
Louis C. Sperry	Morrisville.	360	Elec., Water.
Mound City Electric Light & Ice Co.	Mound City.	1,575	Elec.
Mound City.	Mound City.	.....	Water.
Mountain Grove Ice & Electric Co.	Mountain Grove.	1,722	Elec.
City of Mountain Grove.	Mountain Grove.	.....	Water.
City of Mount Vernon.	Mount Vernon.	1,161	Elec., Water.
Neck City.	Neck City.	528	Water.
Neosho Electric Light Co.	Neosho.	3,661	Elec.
City of Neosho.	Neosho.	.....	Water.
Ft. Scott & Nevada Light, Heat, Water & Power Co.	Nevada.	7,176	Elec., Gas, Water.
Newburg Electric Light & Power Co.	Newburg.	932	Elec.
City of New Franklin.	New Franklin.	794	Water.
Home Electric Co.	New Franklin.	.....	Elec.
City of New Haven.	New Haven.	855	Water.
North Missouri Light & Power Co.	New Haven.	942	Elec.
Julian J. Ross	New London.	.....	Elec.
New Madrid Electric Light & Power Co.	New Madrid.	1,882	Elec.
City of New Madrid.	New Madrid.	.....	Water.
Norborne Fuel, Ice & Light Co.	Norborne.	1,241	Elec.
Merchants Light & Power Co.	Novinger.	1,711	Elec.
W. T. McLaurine.	Oak Grove.	641	Elec.
Richard A. Bank	Oak Grove.	.....	Gas.
City of Odessa.	Odessa.	1,531	Elec.
The Scott County Milling Co.	Oran.	1,023	Elec.
City of Oregon.	Oregon.	1,002	Elec., Water.

LIST OF UTILITIES FURNISHING GAS, ELECTRIC, HEAT AND WATER SERVICE IN THIS STATE—Continued.

Operators.	Locality.	Population.	Service Furnished.
Empire District Electric Co.	Oronogo.....	1,912	Elec.
Oronogo Gas Co.	Oronogo.....	.....	Gas.
City of Oronogo.....	Oronogo.....	.....	Water.
Missouri Gas & Electric Service Co.	Orrick.....	435	Elec.
Osceola Light & Water Co.	Osceola.....	1,114	Elec., Water.
Owensville Electric Light Co.	Owensville.....	677	Elec.
Water Power Light Co.	Ozark.....	813	Elec.
City of Ozark.....	Ozark.....	.....	Water.
The Electric Co. of Missouri	Pacific.....	1,418	Elec.
City of Pacific.....	Pacific.....	.....	Water.
City of Palmyra.....	Palmyra.....	2,168	Elec., Water.
City of Paris.....	Paris.....	1,474	Elec., Water.
Park College.....	Parkville.....	765	Elec., Water.
Hugh T. Jones and S. W. Fickle.	Parkville.....	.....	Gas.
Peirce City.....	Peirce City.....	2,043	Elec., Water.
North Missouri Light & Power Co.	Perry.....	895	Elec.
Perry Co. Public Utilities Co.	Perryville.....	1,708	Elec.
Wm. E. Bunyard.....	Piedmont.....	1,154	Elec.
Zahringer Electric Light & Power Co.	Pilot Grove.....	654	Elec.
Smith Clemings.....	Platte City.....	763	Elec.
Plattsburg Light & Power Co.	Plattsburg.....	1,650	Elec.
Reader Light, Ice & Fuel Co.	Pleasant Hill.....	2,065	Elec.
City of Pleasant Hill.....	Pleasant Hill.....	.....	Water.
Missouri Public Utilities Co.	Poplar Bluff.....	6,916	Elec.
City of Poplar Bluff.....	Poplar Bluff.....	.....	Water.
Portageville Manufacturing Co.	Portageville.....	987	Water.
City of Potosi.....	Potosi.....	772	Water.
City of Princeton.....	Princeton.....	1,385	Elec., Water.
City of Purcell.....	Purcell.....	994	Water.
E. L. Hawks.....	Puxico.....	814	Elec., Water.

Queen City.....	701	Elec.
Republic.....	884	Elec.
City of Rich Hill.....	2,755	Elec., Gas, Water.
Richland.....	884	Elec.
Missouri Gas & Electric Service Co.....	3,664	Elec.
City of Richmond.....	.....	Water.
Milligan & Taylor.....	841	Gas.
City of Rockport.....	1,053	Elec., Water.
City of Rolla.....	2,261	Elec., Water.
J. L. Pendell.....	245	Elec.
Salem Light & Power Co.....	1,796	Elec.
City of Salisbury.....	1,834	Elec., Water.
Sarcooxie Electric Light & Milling Co.....	1,311	Elec.
City of Sarcooxie.....	.....	Water.
Savannah Electric Light & Power Co.....	1,583	Elec.
City of Savannah.....	.....	Water.
City Light & Traction Co.....	17,822	Elec., Gas.
Economy Steam Heating & Electric Co.....	.....	Heat.
City Water Co. of Sedalia.....	.....	Water.
Senath Light & Power Co.....	1,029	Elec.
Seneca Artesian Water Co.....	981	Water.
C. W. Longacre.....	590	Elec.
City of Shelbina.....	2,174	Elec., Water.
Robert Parker.....	685	Elec.
Missouri Public Utilities Co.....	3,327	Elec.
City of Sikeston.....	.....	Water.
City of Slater.....	3,238	Elec., Water.
Smithville Electric Light Co.....	.....	Gas.
Lee Electric Co.....	680	Elec.
City of South Gorin.....	.....	Water.
City of Spickardville.....	746	Water.
Springfield Gas & Electric Co.....	638	Water.
Springfield City Water Co.....	35,201	Gas, Heat.
Stanberry Light & Power Co.....	.....	Water.
City of Stanberry.....	2,121	Elec.
	.....	Water.

## LIST OF UTILITIES FURNISHING GAS, ELECTRIC, HEAT AND WATER SERVICE IN THIS STATE—Continued.

Operators.	Locality.	Population.	Service Furnished.
John B. Keesman.....	Stewartsville.....	543	Elec.
American Light & Power Co.....	St. Charles.....	9,437	Elec.
St. Charles Electric Light & Power Co.....	St. Charles.....	.....	Elec.
St. Charles Lighting Co.....	St. Charles.....	.....	Gas.
City of St. Charles.....	St. Charles.....	.....	Water.
American Light & Power Co.....	St. Charles County.....	.....	Elec.
Home Light & Water Co.....	Ste. Genevieve.....	1,967	Elec., Water.
Alverson Ice & Power Co.....	St. James.....	1,100	Elec.
St. Joseph Railway, Light, Heat & Power Co.....	St. Joseph.....	77,403	Elec., Heat.
St. Joseph Gas Co.....	St. Joseph.....	.....	Gas.
St. Joseph Water Co.....	St. Joseph.....	.....	Water.
Cupples Station Light, Heat & Power Co.....	St. Louis.....	687,029	Elec., Heat.
Holland Realty & Power Co.....	St. Louis.....	.....	Elec., Heat.
Laclede Gas Light Co.....	St. Louis.....	.....	Elec., Gas.
Phoenix Light, Heat & Power Co.....	St. Louis.....	.....	Elec.
Union Electric Light & Power Co.....	St. Louis.....	.....	Elec., heat.
City of St. Louis.....	St. Louis.....	.....	Water.
The Electric Co. of Missouri.....	St. Louis County.....	.....	Elec.
St. Louis County Gas Co.....	St. Louis County.....	.....	Gas.
Western Power & Light Co.....	St. Louis County.....	.....	Elec.
West St. Louis Water & Light Co.....	St. Louis County.....	.....	Elec., Water.
City of Sturgeon.....	Sturgeon.....	663	Elec.
City of Sweet Springs.....	Sweet Springs.....	1,122	Elec., Water.
Tarkio Electric & Water Co.....	Tarkio.....	1,966	Elec., Water.
Mammoth Springs Electric Light & Power Co.....	Thayer.....	1,613	Elec.
City of Tipton.....	Tipton.....	1,273	Elec.
Trenton Gas & Electric Co.....	Trenton.....	5,656	Elec., Gas.
City of Trenton.....	Trenton.....	.....	Water.
City of Troy.....	Troy.....	1,120	Elec.
The Electric Co. of Missouri.....	Union.....	934	Elec.

City of Union.....	Union.....	Water.
A. A. Dodge.....	Union Star.....	..... 388 Elec.
City of Unionville.....	Unionville.....	2,000 Elec., Water.
Valley Park Electric Co.....	Valley Park.....	..... Elec.
Valley Park Water Co.....	Valley Park.....	..... Water.
Vandalia Electric Light Co.....	Vandalia.....	1,595 Elec.
City of Vandalia.....	Vandalia.....	..... Water.
Lawrence Co. Light, Water & Cold Storage Co.....	Vernon.....	446 Elec., Water.
City of Versailles.....	Versailles.....	1,598 Elec.
F. J. Keep.....	Vienna.....	..... Elec.
Warrensburg Electric Light, Heat & Power Co.....	Warrensburg.....	4,689 Elec.
Warrensburg & Pertle Springs Water Co.....	Warrensburg.....	..... Water.
Warrenton Electric Light, Ice & Power Co.....	Warrenton.....	795 Elec.
City of Warrenton.....	Warrenton.....	..... Water.
City of Warsaw.....	Warsaw.....	324 Elec.
The Electric Co. of Missouri.....	Washington.....	3,670 Elec.
Washington Water & Light Co.....	Washington.....	..... Water.
The Empire District Electric Co.....	Webb City.....	11,817 Elec.
Webb City & Carterville Gas Co.....	Webb City.....	..... Gas.
Missouri Public Utilities Co.....	Webb City.....	..... Water.
City of Webster Groves.....	Webster Groves.....	7,080 Water.
Wellington Light & Power Co.....	Wellington.....	558 Elec.
Wellsville Light, Power & Water Co.....	Wellsville.....	1,194 Elec.
The Royal Brewery.....	Weston.....	1,019 Elec.
The Weston Gas & Light Co.....	Weston.....	..... Gas.
City of West Plains.....	West Plains.....	..... Elec., Water
The Light, Power & Manufacturing Co.....	Willow Springs.....	4,401 Elec., Water
City of Windsor.....	Windsor.....	2,241 Water.
Windsor Light, Water, Heat & Power Co.....	Windsor.....	..... Elec.

## TELEPHONE AND TELEGRAPH DEPARTMENT.

A large part of the time of this department has been devoted this year to securing reports from which to compile data of each telephone company to show the number of subscribers receiving the several classes of service at each exchange, and the character of the plant equipment for both local exchange and inter-exchange trunk lines. Such data in full for each company will be very valuable for the Commission, but it has been impossible to get complete reports of this kind from all the companies as yet. Many smaller companies in the state have so little data in their own offices, and are so unaccustomed in some cases to the work of preparing such a report, that this department can not at this time submit total figures of interest. A large percent of such record, however, is compiled and will be completed in the near future.

Up to date, rate schedules have been secured and filed from 446 telephone companies, operating local exchanges in 680 cities, towns and rural communities of this state. Less than 100 such points have competing exchanges. Nearly all of these communities have more or less direct access to the long distance service of the five large systems of lines in the state.

The number of subscribers connected with the telephone systems of Missouri is approximately 500,000, which would indicate that approximately three million times each day the people of Missouri use the local telephone service, about thirty-four thousand times each day they use the long distance service.

During the year seventy-four formal cases pertaining to telephone and telegraph companies were settled having their issues upon the following matters:

Rates, amount of, for service.....	5
Service, rules and practices in regard to.....	14
Franchises, Commission's certificate of convenience and necessity for authority to exercise (under section 96) .....	16
Physical connection.....	2
Closed, local exchanges, lack of business and competitive companies providing for public needs.....	2
Sales, consolidated competitive plants, and leases.....	7
Sales, transfer of property, not consolidation.....	21
Stock, issues of.....	4
Bonds, issues of.....	3
 Total cases closed.....	 74
Pending settlement.....	15

Total cases under consideration..... 89



Of the seventy-four cases closed this year, pertaining to the telephone and telegraph service, which were handled as formal cases and heard before the Commission, sixty-six were ultimately settled upon terms of stipulation as agreed to by the litigants; and only eight cases required the order of the Commission to settle differences that could not be agreed upon by the parties in interest. Of these eight cases all have rested upon the decision of the Commission without appeal to the courts. One motion for rehearing before the Commission is now pending. These facts are worthy of note here as demonstrating the innate sense of justice in the people of Missouri, among both the purchasers and the producers of this public service, which made possible the settlement of such an overwhelming percent of these cases by agreement as soon as the questions were analyzed to fundamental principles before the Commission.

These figures are likewise significant of the value of the Commission's policy of giving to the interested parties proper explanation of the merits of the law and advice helpful to those wishing to comply therewith, rather than to force the contemplated improvements upon the public by policies arbitrary or burdensome.

#### Informal Complaints:

Disposition.	Nature of Complaints.			
	Service, quality of.	Rates, amount of.	Rules and terms of service.	Total,
Correction made by defendant....	17	19	21	57
Abandoned by complainant.....	8	10	13	31
Changed to formal cases.....		3	9	12
Cause of action not established....	1	11	20	32
Now pending.....	5	5	10	20
Total.....	31	48	73	152

From the above tabulation it will be seen that during the year 140 complaints were handled informally through correspondence from the Telephone and Telegraph Department, by explaining to the interested parties the requirements of the Public Service Commission Law and the better standards of practice obtaining in the telephone and telegraph business, thereby saving the state and the interested parties the expense of formal cases which otherwise might have developed. Comparison

of the figures in this table is especially valuable in setting out the following points among those of interest.

Complaints against rules and practices of the telephone companies comprise nearly half of the total number filed, indicating that the telephone companies of the state should counsel together more freely to establish uniform rules of practice for general application. This is still one of the newest forms of public service and subject to developments of almost daily changes. Efficient and equitable telephone standards should be determined upon and applied alike by all companies. The further inference may be drawn that the patrons, not having become accustomed to standard rules and practices in the telephone business, have had but little opportunity to know what practices are properly expected of the telephone corporations.

Another fact conspicuously brought out by this table is that, of the 132 informal complaints already closed, 57, or 43 %, were settled voluntarily by the defendant company when advised in the matter by this department. Taking into consideration that the 31 cases were dropped upon complainants' being advised of the application of the law to the circumstances recounted, and might therefore in many instances be considered as almost in the class of the 32 cases where the cause of complaint was not established, would nearly justify the statement that 63 complaints were unfounded and that 57 were errors on the part of companies voluntarily corrected. It appears, therefore, that out of the 132 cases disposed of, there were 120, or 90 %, where both parties were satisfied by merely explaining to them the application of the law to good business principles. This again bespeaks the general respect for the Public Service Commission Law as the measure of justice to all concerned.

Some of these cases were settled by an interchange of a few letters to the interested parties, but many have been open and under consideration for several months, and occasioned a great amount of work by this department in securing full details of the circumstances involved. Some have involved matters of small interest to the individual complaining, while others touched upon fundamental principles and affected the rights of many. One informal case was the occasion of an annual reduction of \$6.00 per year in rates to rural subscribers in sixteen different communities, and to about six hundred such subscribers. The files of the Commission show many letters

of gratitude from the people over the state for the adjustment of numerous cases.

TABLE SHOWING TELEPHONE COMPANIES REPORTING TO THE COMMISSION DURING THE YEAR ENDING DECEMBER 31, 1914.

Company Name.	Local Exchanges Operated.	County.
Advance Telephone Company.....	Marble Hill.....	Bollinger.
Advance Telephone Company.....	Advance.....	Stoddard.
Advance Telephone Company.....	Puxico.....	Stoddard.
Albany Telephone.....	Albany.....	Gentry.
Aldrich Mutual Tel. Association.....	Aldrich.....	Polk.
Allenton Mutual Tel. Co.....	Allenton.....	St. Louis.
Alma Telephone Company.....	Alma.....	Lafayette.
Altamont Independent Tel. Co.....	Altamont.....	Daviess.
American T. & T. Company.....	St. Louis.....	St. Louis.
American T. & T. Company.....	Kansas City.....	Jackson.
Amoret Farmers Mutual Tel. Co.....	Amoret.....	Bates.
Andrew County Mutual Tel. Co.....	Savannah.....	Andrew.
Andrew County Mutual Tel. Co.....	Amazonia.....	Andrew.
Andrew County Mutual Tel. Co.....	Avenue City.....	Andrew..
Andrew County Mutual Tel. Co.....	Bolckow.....	Andrew.
Andrew County Mutual Tel. Co.....	Cosby.....	Andrew.
Andrew County Mutual Tel. Co.....	Fontainbleau.....	Andrew.
Andrew County Mutual Tel. Co.....	Fillmore.....	Andrew.
Andrew County Mutual Tel. Co.....	Helena.....	Andrew.
Andrew County Mutual Tel. Co.....	Nodaway.....	Andrew.
Andrew County Mutual Tel. Co.....	Rochester.....	Andrew.
Andrew County Mutual Tel. Co.....	Rosendale.....	Andrew.
Andrew County Mutual Tel. Co.....	Whitesville.....	Andrew.
Appleton City Telephone Co.....	Appleton City.....	St. Clair.
Arbela and Azen Telephone Co.....	Arbela.....	Scotland.
Arkoe Mutual Tel. Co.....	Arkoe.....	Nodaway.
Ash Grove Telephone Exchange Co.....	Ash Grove.....	Greene.
Ashland Mutual Tel. Switchboard Co.....	Ashland.....	Boone.
Atchison County Mut. Tel. Co.....	Tarkio.....	Atchison.
Atlanta Telephone Co.....	Atlanta.....	Macon.
Audrain Mutual Telephone Co.....	Mexico.....	Audrain.
Augusta Telephone Company.....	Augusta.....	St. Charles.
Aurora Mutual Telephone Co.....	Aurora.....	Lawrence.
Austin Inland Telephone Co.....	Belton.....	Cass.
Austin Inland Telephone Co.....	Raymore.....	Cass.
Austin Inland Telephone Co.....	Adrian.....	Bates.
Austin Inland Telephone Co.....	Amsterdam.....	Cass.
Austin Inland Telephone Co.....	Archie.....	Cass.
Austin Inland Telephone Co.....	Creighton.....	Cass.
Austin Inland Telephone Co.....	Merwin.....	Cass.
Auxvasse Telephone Exchange.....	Auxvasse.....	Callaway.
Auxvasse Mutual Telephone Co.....	Auxvasse.....	Callaway.
Avon Telephone Company.....	Farmington.....	St. Francois.
Ballwin Mutual Telephone Co.....	Ballwin.....	St. Louis.
Banner Telephone Co.....	Stoutsville.....	Monroe.
Barnett Telephone Company.....	Barnett.....	Morgan.
Barnett Farmers Tel. Co.....	Barnett.....	Morgan.

**TELEPHONE COMPANIES REPORTING FOR YEAR ENDING  
DECEMBER 31, 1914—Continued.**

Company name.	Local exchanges operated.	County.
Barry County Mut. Tel. Co.....	McDowell.....	Barry.
Barry County Mut. Tel. Co.....	Crane.....	Stone.
Bates & Henry Co. Tel. Co.....	Johnston.....	Bates.
Belgrade Telephone Co.....	Belgarde.....	Washington.
Bellevue Rural Tel. Co.....	Caledonia.....	Washington.
Berger Commercial Tel. Co.....	Bonnots Mill.....	Osage.
Berger Commercial Tel. Co.....	Chamois.....	Osage.
Berger Commercial Tel. Co.....	Linn.....	Osage.
Berger Commercial Tel. Co.....	Westphalia.....	Osage.
Berger Commercial Tel. Co.....	Boatyards.....	Osage.
Berger Commercial Tel. Co.....	U. S. Lock & Dam.....	Osage.
Berger Telephone Exchange.....	Berger.....	Franklin.
Bevier Telephone Company.....	Bevier.....	Macon.
Big Four Telephone Co.....	Maywood.....	Lewis.
Big Four Telephone Co.....	Taylor.....	Marion.
Big Four Telephone Co.....	Palmyra.....	Marion.
Billings Telephone Co.....	Billings.....	Christian.
Blackwater Telephone Co.....	Blackwater.....	Cooper.
Blackwater Telephone Co.....	Arrowrock.....	Saline.
Blairstown Mutual Tel. Co.....	Blairstown.....	Henry.
Bloodsedale Local Telephone Co.....	Bloodsedale.....	Ste. Genevieve
Blythedale Telephone Co.....	Hatfield.....	Harrison.
Bogard & Bingham Telephone Co.....	Bogard.....	Carroll.
Bolivar Telephone Company.....	Bolivar.....	Polk.
Boonville Telephone Company.....	Boonville.....	Cooper.
Borland Telephone Company.....	Aullville.....	Lafayette.
Bosworth Telephone Company.....	Bosworth.....	Carroll.
Brashear Telephone Company.....	Brashear.....	Adair.
Braymer Roads Telephone Co.....	Braymer.....	Caldwell.
Browning Telephone Company.....	Browning.....	Linn.
Brownington Building & Improv. Co.....	Brownington.....	Henry.
Brunswick Telephone Exchange.....	Brunswick.....	Chariton.
Buffalo Telephone Company.....	Buffalo.....	Dallas.
Buffum Telephone Company.....	Bowling Green.....	Pike.
Buffum Telephone Company.....	Clarks ville.....	Pike.
Buffum Telephone Company.....	Elsberry.....	Lincoln.
Buffum Telephone Company.....	Eolia.....	Pike.
Buffum Telephone Company.....	Fulton.....	Callaway.
Buffum Telephone Company.....	Louisiana.....	Pike.
Buffum Telephone Company.....	Paynesville.....	Pike.
Buffum Telephone Company.....	Vandalia.....	Audrain
Buffum Telephone Company.....	Wellsville.....	Montgom'y.
Bunceton Independent Tel. Co.....	Bunceton.....	Cooper.
Butler-Rich Hill Tel. Co.....	Butler.....	Bates.
Butler-Rich Hill Tel. Co.....	Rich Hill.....	Bates.
Butler-Rich Hill Tel. Co.....	Spruce.....	Bates.
Butler, Peru & Pleasant Gap Tel. Co.....	Butler.....	Bates.
Bynumville Telephone.....	Bynumville.....	Chariton.
California Telephone Co.....	California.....	Moniteau.
Cameron Telephone Co.....	Cameron.....	Clinton.
Cape Girardeau Bell Tel. Co.....	Cape Girardeau.....	C Girardeau
Cape Girardeau Bell Tel. Co.....	Jackson.....	C Girardeau
Cape Girardeau Bell Tel. Co.....	Oak Ridge.....	C Girardeau
Cape Girardeau Bell Tel. Co.....	Ste. Genevieve.....	C Girardeau

**TELEPHONE COMPANIES REPORTING FOR YEAR ENDING  
DECEMBER 31, 1914—Continued.**

Company name.	Local exchanges operated.	County.
Cape Girardeau Bell Tel. Co.....	St. Marys.....	C Girardeau
Capital Telephone Company.....	Jefferson City.....	Cole.
Carlow Telephone Exchange.....	Carlow.....	Daviess.
Cartmell Telephone Company.....	Cartmell.....	Newton.
Cass County Telephone Company.....	Harrisonville.....	Cass.
Cass County Telephone Company.....	Freeman.....	Cass.
Cass County Telephone Company.....	Drexel.....	Cass.
Cass County Telephone Company.....	Peculiar.....	Cass.
Cassville Telephone & Electric Co.....	Cassville.....	Barry.
Center Telephone Exchange.....	Center.....	Ralls.
Centerville Telephone Co.....	Centerville.....	Reynolds.
Central Telephone Company.....	Bogard.....	Carroll.
Chariton Telephone Company.....	Keytesville.....	Chariton.
Charlotte Telephone.....	Virginia.....	Bates.
Cherryville Telephone Company.....	Cherryville.....	Crawford.
Chesterfield Telephone Co.....	Chesterfield.....	St. Louis.
Chilhowee Telephone Co.....	Chilhowee.....	Johnson.
Christian County Tel. Co.....	Ozark.....	Christian.
Chula Telephone Co.....	Chula.....	Livingston.
Citizens Telephone Co.....	Fredericktown.....	Madison.
Citizens Telephone Co.....	Higginsville.....	Lafayette.
Citizens Telephone Co.....	Shamrock.....	Callaway.
Citizens Telephone Co.....	Tipton.....	Moniteau.
Citizens Mutual Tel. Co.....	Holden.....	Johnson.
Clarence Telephone Company.....	Clarence.....	Shelby.
Clark Telephone Company.....	Clarksdale.....	DeKalb.
Clarksburg.....	Clarksburg.....	Moniteau.
Clarksdale Telephone Company.....	San Antonio.....	Buchanan.
Clarksdale Telephone Company.....	Clarksdale.....	DeKalb.
Clay County Telephone Co.....	Excelsior Springs.....	Clay.
Clay County Telephone Co.....	Liberty.....	Clay.
Clay County Telephone Co.....	Missouri City.....	Clay.
Clearfork Telephone Company.....	Garden City.....	Cass.
Clearfork Telephone Company.....	East Lynne.....	Cass.
Clifton Hill Telephone Exchange.....	Clifton Hill.....	Randolph.
Clinton County Telephone Co.....	Plattsburg.....	Clinton.
Clinton County Telephone Co.....	Agency Ford.....	Buchanan.
Clinton County Telephone Co.....	Cameron.....	Clinton.
Clinton County Telephone Co.....	Converse.....	Clinton.
Clinton County Telephone Co.....	Easton.....	Buchanan.
Clinton County Telephone Co.....	Gower.....	Clinton.
Clinton County Telephone Co.....	Hemple.....	Clinton.
Clinton County Telephone Co.....	Perrin.....	Clinton.
Clinton County Telephone Co.....	Starfield.....	Clinton.
Clinton County Telephone Co.....	Trimble.....	Clinton.
Clinton County Telephone Co.....	Turney.....	Clinton.
Clover Leaf Telephone Exchange.....	Lathrop.....	Clinton.
Clover Leaf Telephone Exchange Co.....	Polo.....	Caldwell.
Clyde & Farmers Mut. Tel. Association.....	Clyde.....	Nodaway.
Columbia Telephone Company.....	Columbia.....	Boone.
Commercial Telephone Company.....	Union.....	Franklin.
Commercial Telephone Company.....	Beufort.....	Franklin.
Commercial Telephone Company.....	Leslie.....	Franklin.
Concordia Telephone Company.....	Concordia.....	Lafayette.

**TELEPHONE COMPANIES REPORTING FOR YEAR ENDING  
DECEMBER 31, 1914—Continued.**

Company name.	Local exchanges operated.	County.
Consolidated Telephone Company . . . . .	Skidmore . . . . .	Nodaway.
Corder & Aullville Tel. Co. . . . .	Corder . . . . .	Lafayette.
Corder Home Telephone Company . . . . .	Corder . . . . .	Lafayette.
Cowgill Telephone Company . . . . .	Cowgill . . . . .	Caldwell.
Craig Telephone Company . . . . .	Craig . . . . .	Holt.
Crane Telephone Company . . . . .	Crane . . . . .	Stone.
Crow Telephone Company . . . . .	Fairview . . . . .	Newton.
Cuba Telephone Company . . . . .	Cuba . . . . .	Crawford.
Current River Telephone Co. . . . .	Birch Tree . . . . .	Shannon.
Current River Telephone Co. . . . .	Eminence . . . . .	Shannon.
Current River Telephone Co. . . . .	Fremont . . . . .	Carter.
Current River Telephone Co. . . . .	Mountain View . . . . .	Howell.
Current River Telephone Co. . . . .	Montier . . . . .	Shannon.
Current River Telephone Co. . . . .	Van Buren . . . . .	Van Buren.
Current River Telephone Co. . . . .	Winona . . . . .	Shannon.
Daviss County Tel. Company . . . . .	Gallatin . . . . .	Daviss.
Dawn Telephone Company . . . . .	Dawn . . . . .	Livingston.
Dearborn Telephone Company . . . . .	Dearborn . . . . .	Platte.
DeKalb County Telephone Co. . . . .	Maysville . . . . .	DeKalb.
De Soto Telephone Exchange . . . . .	De Soto . . . . .	Jefferson.
Diamond Line . . . . .	Metz . . . . .	Vernon.
Dolan Township Mutual Tel. Co. . . . .	Freeman . . . . .	Cass.
Doniphan Telephone Company . . . . .	Doniphan . . . . .	Ripley.
Dover Telephone Association . . . . .	Dover . . . . .	Lafayette.
Downing Telephone Company . . . . .	Downing . . . . .	Schuyler.
Dunksbury & Concordia Tel. Co. . . . .	Concordia . . . . .	Lafayette.
Dunnegan Telephone Company . . . . .	Dunnegan . . . . .	Polk.
Edina Telephone Co. . . . .	Edina . . . . .	Knox.
Eldon Local & L. D. Telephone Co. . . . .	Eldon . . . . .	Miller.
El Dorado Telephone Co. . . . .	El Dorado . . . . .	Cedar.
Ellington Central Telephone Co. . . . .	Ellington . . . . .	Reynolds.
Elmer Telephone Co. . . . .	Elmer . . . . .	Macon.
Emden Telephone System . . . . .	Emden . . . . .	Shelby.
Enon Farmers Mutual Tel. Co. . . . .	Enon . . . . .	Monteau.
Enterprise Tel. Co. of Cooper Co. . . . .	Pilot Grove . . . . .	Cooper.
Enterprise Tel. Co. of Cooper Co. . . . .	Pleasant Green . . . . .	Cooper.
Enterprise Tel. Co. of Cooper Co. . . . .	Clifton City . . . . .	Cooper.
Enterprise Tel. Co. of Cooper Co. . . . .	Bunceton . . . . .	Cooper.
Enterprise Tel. Co. of Cooper Co. . . . .	Speed . . . . .	Cooper.
Enterprise Tel. Co. of Cooper Co. . . . .	Boonville . . . . .	Cooper.
D. G. Evans Telephone Co. . . . .	Unionville . . . . .	Putnam.
Exeter Switchboard Company . . . . .	Exeter . . . . .	Barry.
Fairfax Telephone Company . . . . .	Fairfax . . . . .	Atchison.
Farber Telephone Company . . . . .	Farber . . . . .	Audrain.
Farmers Tel. Co. of Prairie Home . . . . .	Bunceton . . . . .	Cooper.
Farmers Tel. Co. Harrison County . . . . .	Bethany . . . . .	Harrison.
Farmers Tel. Co. Harrison County . . . . .	Bridgeport . . . . .	Harrison.
Farmers Tel. Co. Harrison County . . . . .	Gilman City . . . . .	Harrison.
Farmers Tel. Co. Harrison County . . . . .	Ridgeway . . . . .	Harrison.
Farmers Tel. Co. Harrison County . . . . .	Thomas . . . . .	Harrison.
Farmers Telephone Company . . . . .	Bethany . . . . .	Harrison.
Farmers Telephone Company . . . . .	Fisk . . . . .	Butler and Stoddard.
Farmers Telephone Company . . . . .	Milan . . . . .	Sullivan.

TELEPHONE COMPANIES REPORTING FOR YEAR ENDING  
DECEMBER 31, 1914—Continued.

Company name.	Local exchanges operated.	County.
Farmers Telephone Exchange.....	Seymour.....	Webster.
Farmers Telephone Company.....	Versailles.....	Morgan.
Farmers Exchange Telephone Co.....	Seymour.....	Webster.
Farmers Independent Tel. Co.....	Republic.....	Greene.
Farmers & Merchants Tel. Co.....	Eugene.....	Cole.
Farmers & Merchants Tel. Co.....	Monroe City.....	Monroe.
Farmers & Merchants Tel. Co.....	Odessa.....	Lafayette.
Farmers & Merchants Mut. Tel. Co....	California.....	Moniteau.
Farmers & Merchants Mut. Tel. Co....	Wheatland.....	Hickory.
Farmers Mut. Tel. Co. Buchanan Co....	Agency.....	Buchanan.
Farmers Mutual Telephone Co.....	Altenburg.....	Perry.
Farmers Mututal Telephone Co.....	Oak Ridge.....	Cape Girar- deau.
Farmers Mutual Telephone Co.....	Appleton.....	St. Clair.
Farmers Mutual Telephone Co.....	New Wells.....	Cape Girar- deau.
Farmers Mutual Telephone Co.....	Oriole.....	Cape Girar- deau.
Farmers Mutual Telephone Co.....	Pocahontas.....	Cape Girar- deau.
Farmers Mutual Telephone Co.....	Fruitland.....	Cape Girar- deau.
Farmers Mutual Telephone Exchange..	Blairstown.....	Henry.
Farmers Mutual Tel. Co., Barry Co....	Cassville.....	Barry.
Farmers Mutual Telephone Co.....	Clarksburg.....	Moniteau.
Farmers Mutual Telephone Co.....	Centerview.....	Johnson.
Farmers Mutual Telephone Co.....	Drexel.....	Cass.
Farmers Mutual Telephone Co.....	Fairplay.....	Polk.
Farmers Mutual Telephone Co.....	Forest City.....	Holt.
Farmers Mutual Telephone Co.....	Greenfield.....	Dade.
Farmers Mutual Telephone System....	Jackson.....	Cape Girar- deau.
Farmers Mutual Telephone Co.....	Russellville.....	Cole.
Farmers Mutual Telephone Co.....	Sheridan.....	Worth.
Farmers Mutual Telephone System....	Fruitland.....	Cape Girar- deau.
Farmers Mutual Telephone Co.....	Lockwood.....	Dade.
Farmers Mutual Telephone Co.....	West Line.....	Cass.
Farmers Mutual Telephone System....	Pocahontas.....	Cape Girar- deau.
Farmers Mutual Telephone Co.....	Maitland.....	Holt.
Farmers Union Telephone Co.....	Neosho.....	Newton.
Farmington Telephone Company.....	Farmington.....	St. Francois.
Fayetteville Telephone Company.....	Warrensburg.....	Johnson.
Festus Telephone Company.....	Festus.....	Jefferson.
Fortuna Telephone Co.....	Fortuna.....	Moniteau.
Frankford Telephone Exchange.....	Frankford.....	Pike.
Franklin Independent Tel. Co.....	Washington.....	Franklin.
Freistatt Mutual Telephone Co.....	Freistatt.....	Lawrence.
Galena & Reeds Spring Tel. Co.....	Galena.....	Stone.
Galt Telephone Co.....	Spickards.....	Grundy.
Gasconade Central Telephone Co.....	Hermann.....	Gasconade.
Gasconade Central Telephone Co.....	Owensville.....	Gasconade.
Gasconade Valley Mut. Tel. Co.....	Morrison.....	Gasconade.

TELEPHONE COMPANIES REPORTING FOR YEAR ENDING  
DECEMBER 31, 1914—Continued.

Company name.	Local exchanges operated.	County.
Gasconade Valley Mut. Tel. Co. ....	Potsdam. ....	Gasconade.
Gaynor Mutual Telephone Co. ....	Parnell. ....	Nodaway.
Gentry County Telephone Co. ....	King City. ....	Gentry.
Gerber's Telephone Exchange. ....	Sullivan. ....	Franklin.
Gilliam Telephone Company. ....	Gilliam. ....	Saline.
Golden City Telephone Co. ....	Golden City. ....	Barton.
Gordonville Telephone Company. ....	Gordonville. ....	Cape Girardeau.
Gorin Mutual Telephone Company. ....	Gorin. ....	Scotland.
Granby & Neosho Telephone Co. ....	Granby. ....	Newton.
Grant City Telephone Co. ....	Grant City. ....	Worth.
Gravois Mills Switchboard Co. ....	Gravois Mills. ....	Morgan.
Grand River Telephone Co. ....	Cainsville. ....	Harrison.
Grand River Telephone Co. ....	Mt. Moriah. ....	Harrison.
Grand River Telephone Co. ....	Goshen. ....	Mercer.
Grand River Telephone Co. ....	Modena. ....	Mercer.
Grand River Telephone Co. ....	Mill Grove. ....	Mercer.
Grand River Telephone Co. ....	Saline Village. ....	Mercer.
Green Castle Telephone Co. ....	Green City. ....	Sullivan.
Green City Telephone Co. ....	Green City. ....	Sullivan.
Green Ridge Telephone Co. ....	Green Ridge. ....	Pettis.
Greentop & Western Telephone Co. ....	Greentop. ....	Schuyler.
Hale Telephone Company. ....	Hale. ....	Carroll.
Halltown Central Telephone Co. ....	Halltown. ....	Lawrence.
Hallsville Mut. Tel. Association. ....	Hallsville. ....	Boone.
Hamilton Telephone Company. ....	Hamilton. ....	Caldwell.
Hanamo Telephone Company. ....	Maryville. ....	Nodaway.
Hardin Telephone Company. ....	Hardin. ....	Ray.
Harrison County Mutual Tel. Co. ....	Martinsville. ....	Harrison.
Harrison County Mutual Tel. Co. ....	Brooklyn. ....	Harrison.
Harrison Farmers Mut. Tel. System. ....	Tiffin. ....	St. Clair.
Hartsburg Telephone Company. ....	Hartsburg. ....	Boone.
Hartville Telephone Company. ....	Hartville. ....	Wright.
Highland Mutual Telephone Co. ....	Rover. ....	Oregon.
Highpoint Telephone Company. ....	Highpoint. ....	Moniteau.
Holden Home Telephone Company. ....	Holden. ....	Johnson.
Holden Home Telephone Company. ....	Centerview. ....	Johnson.
Holden Home Telephone Company. ....	Kingsville. ....	Johnson.
Holland, J. R. Telephone System. ....	Welcome. ....	Osage.
Holt Telephone Company. ....	Holt. ....	Clay.
Holt Telephone Company. ....	Lily. ....	Clinton.
Holt County Independent Tel. Co. ....	Mound City. ....	Holt.
Home Telephone Company. ....	Centralia. ....	Boone.
Home Telephone Co. of Joplin. ....	Joplin. ....	Jasper.
Home Telephone Co. of Joplin. ....	Carthage. ....	Jasper.
Home Telephone Co. of Joplin. ....	Cartersville. ....	Jasper.
Home Telephone Co. of Joplin. ....	Carl Junction. ....	Jasper.
Home Telephone Co. of Joplin. ....	Oronogo. ....	Jasper.
Home Telephone Co. of Joplin. ....	Purcell. ....	Jasper.
Home Telephone Co. of Joplin. ....	Webb City. ....	Jasper.
Home Mutual Tel. Co., Caldwell Co. ....	Kidder. ....	Caldwell.
Hopkins Telephone Company. ....	Hopkins. ....	Nodaway.
Houstonia Telephone Exchange. ....	Houstonia. ....	Pettis.
Howard & Randolph Mut. Tel. Co. ....	Higbee. ....	Randolph



TELEPHONE COMPANIES REPORTING FOR YEAR ENDING  
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Company name.	Local exchanges operated.	County.
Hughesville & Sedalia Trunk Line Tel. Co.	Hughesville.	Pettis.
Humansville Telephone Exchange.	Humansville.	Polk.
Humansville Telephone Exchange.	Dunnegan.	Polk.
Humansville Telephone Exchange.	Flemington.	Polk.
Hume Telephone System.	Hume.	Bates.
Hunnewell Telephone Co.	Hunnewell.	Shelby.
Huntsville Telephone Company.	Huntsville.	Randolph.
Hurdland and Locust Hill Tel. Co.	Hurdland.	Knox.
Iberia Telephone Exchange.	Iberia.	Miller.
Iberia Telephone Exchange.	Uman.	Miller.
Iberia Telephone Exchange.	Brumley.	Miller.
Independent Telephone Co.	New Franklin.	Howard.
Indian Creek Ind. Tel. Co.	St. Clair.	Franklin.
Ionia Telephone Company.	Ionia.	Benton.
Ironton Telephone Company.	Ironton.	Iron.
Independent Telephone Company.	Williamstown.	Lewis.
Jackson County Telephone Co.	Buckner.	Jackson.
Jacoby Currier Telephone Co.	O'Fallon.	St. Charles.
Jamesport Telephone Company.	Jamesport.	Davies.
Jameson Telephone Company.	Jameson.	Davies.
Jamestown Telephone Exchange.	Jamestown.	Moniteau.
Jasper Telephone Company.	Jasper.	Jasper.
Jefferson County Telephone Co.	De Soto.	Jefferson.
Jobe Mutual Telephone Co.	Jobe.	Oregon.
Johnson County Home Tel. Co.	Warrensburg.	Johnson.
Johnson County Home Tel. Co.	Knobnoster.	Johnson.
Johnson City Telephone Co.	Appleton City.	St. Clair.
Judith Spring Telephone Co.	Union.	Franklin.
Jonesburg Telephone Company.	Jonesburg.	Montgomery.
Kahoka Tel. & Construction Co.	Kahoka.	Clark.
Kansas City Home Telephone Co.	Kansas City.	Jackson.
Kansas City Home Telephone Co.	Independence.	Jackson.
Kansas City L. D. Telephone Co.	Hickman Mills.	Jackson.
Kansas City L. D. Telephone Co.	Excelsior Springs.	Clay.
Kansas City L. D. Telephone Co.	Richmond.	Ray.
Kansas City L. D. Telephone Co.	Norborne.	Carroll.
Karl, Jacob, Telephone Co.	McKittrick.	Montgomery.
Kearney Telephone Company.	Kearney.	Clay.
Keller Telephone Company.	Afton.	St. Louis.
Kelso Telephone Company.	Fornfelt.	Scott.
Kelso Telephone Company.	Kelso.	Scott.
Kenwood Telephone Exchange.	Kenwood.	Knox.
King City Telephone Exchange.	King City.	Gentry.
Kingston Telephone Company.	Kingston.	Caldwell.
Kinloch Telephone System.	Clayton.	St. Louis.
Kinloch Telephone System.	Ferguson.	St. Louis.
Kinloch Telephone System.	Kirkwood.	St. Louis.
Kinloch Telephone System.	Maplewood.	St. Louis.
Kinloch Telephone System.	St. Charles.	St. Charles.
Kinloch Telephone System.	St. Louis.	St. Louis.
Kinloch Telephone Exchange.	Sedalia.	Pettis.

TELEPHONE COMPANIES REPORTING FOR YEAR ENDING  
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Company name.	Local exchanges operated.	County.
Kinloch Telephone System.....	Valley Park.....	St. Louis.
Kinloch Telephone System.....	Webster Groves.....	St. Louis.
Labaddie Telephone Company.....	Labaddie.....	Franklin.
LaBelle Tel. Construction Co.....	LaBelle.....	Lewis.
Laclede County Telephone Co.....	Lebanon.....	Carroll.
Laclede Telephone Exchange.....	Laclede.....	Linn.
Laddonia Rural Telephone Co.....	Laddonia.....	Audrain.
Lafayette Telephone Company.....	Lexington.....	Lafayette.
Lakenan Telephone Company.....	Lakenan.....	Shelby.
Lamonte Telephone Company.....	Lamonte.....	Pettis.
La Plata Telephone Company.....	La Plata.....	Macon.
Laredo Telephone Company.....	Laredo.....	Grundy.
La Russell Telephone Company.....	La Russell.....	Jasper.
Latham Telephone Company.....	Latham.....	Moniteau.
Lawson Telephone Company.....	Lawson.....	Ray.
Lead Belt Telephone Company.....	Flat River.....	St. Francois.
Leadwood Telephone Company.....	Leadwood.....	St. Francois.
Levasy Telephone Company.....	Levasy.....	Jackson.
Liberal Mutual Telephone Co.....	Liberal.....	Barton.
Liberty Telephone Company.....	Liberty.....	Clay.
Liberty Telephone Company.....	North Kansas City.....	Clay.
Liberty Telephone Company.....	Randolph.....	Clay.
Licking, Raymondsville & Houston Telephone Co.....	Raymondsville.....	Texas.
Lineville Telephone Company.....	Princeton.....	Mercer.
Linneus Rural Telephone Co.....	Linneus.....	Linn.
Linn Creek Telephone Co.....	Linn Creek.....	Camden.
Linneus Rural Telephone Co.....	Linneus.....	Linn.
Lock Springs Telephone Exchange.....	Lock Springs.....	Daviess.
Longwood Independent Tel. Co.....	Longwood.....	Pettis.
Ludlow Telephone Exchange.....	Ludlow.....	Livingston.
Chas S. Lytle Telephone Co.....	Maysville.....	DeKalb.
Mable Telephone Company.....	Weatherby.....	DeKalb.
Machens-West Alton Telephone Co.....	Machens.....	St. Charles.
Macon Telephone Company.....	Macon.....	Macon.
Macon & Chariton County Tel. Co.....	New Cambria.....	Macon.
Madison Telephone Company.....	Madison.....	Monroe.
Mansfield & Ava Telephone Co.....	Mansfield.....	Wright.
Mansfield & Ava Tel. Co.....	Ava.....	Douglas.
Mansfield & Ava Tel. Co.....	Norwood.....	Wright.
Mansfield & Ava Tel. Co.....	Denlow.....	Douglas.
Marston Telephone Company.....	Marston.....	New Madrid.
Martinsburg Telephone Co.....	Martinsburg.....	Audrain.
Mayview Telephone Company.....	Mayview.....	Lafayette.
Maywood Independent Tel. Co.....	Maywood.....	Lewis.
McFall Telephone Company.....	McFall.....	Gentry.
McFall & New Hampton Tel. Co.....	New Hampton.....	Worth.
McFall & New Hampton Tel. Co.....	Matkins.....	Harrison.
Meadville Telephone Exchange.....	Meadville.....	Linn.
Meissner Telephone Company.....	Pevely.....	Jefferson.
Meissner Telephone Company.....	Fenton.....	St. Louis.
Meissner Telephone Company.....	Beck.....	Jefferson.
Memphis Telephone Company.....	Memphis.....	Scotland.

TELEPHONE COMPANIES REPORTING FOR YEAR ENDING  
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Company name.	Local exchanges operated.	County.
Mendon Telephone Co. . . . .	Mendon. . . . .	Charlton.
Meta Telephone Exchange. . . . .	Meta. . . . .	Osage.
Metz Independent Telephone Co. . . . .	Metz. . . . .	Vernon.
Miami Independent Tel. Co. . . . .	Miami. . . . .	Saline.
Middletown Mut. Tel. Exchange. . . . .	Middletown. . . . .	Montgomery.
Mike Telephone Company. . . . .	Mike. . . . .	Charlton.
Miller Township & Hannibal Tel. Co. . . . .	Withers Mills. . . . .	Marion.
Milo-Sheldon Telephone Co. . . . .	Milo. . . . .	Vernon.
Minden Mines Telephone Co. . . . .	Minden Mines. . . . .	Barton.
Missouri-Arkansas Telephone Co. . . . .	Mehlville. . . . .	St. Louis.
Missouri Union Telephone Co. . . . .	Windsor. . . . .	Henry.
Missouri Union Telephone Co. . . . .	Clinton. . . . .	Henry.
Missouri Union Telephone Co. . . . .	Deep Water. . . . .	Henry.
Missouri Union Telephone Co. . . . .	Ladue. . . . .	Henry.
Missouri Union Telephone Co. . . . .	Montrose. . . . .	Henry.
Missouri & Kansas Telephone Co. . . . .	Kansas City. . . . .	Jackson.
Missouri & Kansas Telephone Co. . . . .	Aurora. . . . .	Lawrence.
Missouri & Kansas Telephone Co. . . . .	Blue Springs. . . . .	Jackson.
Missouri & Kansas Telephone Co. . . . .	Brookfield. . . . .	Linn.
Missouri & Kansas Telephone Co. . . . .	Carrollton. . . . .	Carroll.
Missouri & Kansas Telephone Co. . . . .	Carthage. . . . .	Jasper.
Missouri & Kansas Telephone Co. . . . .	Chillicothe. . . . .	Livingston.
Missouri & Kansas Telephone Co. . . . .	Fairmount. . . . .	Clark.
Missouri & Kansas Telephone Co. . . . .	Grain Valley. . . . .	Jackson.
Missouri & Kansas Telephone Co. . . . .	Grand View. . . . .	Jackson.
Missouri & Kansas Telephone Co. . . . .	Greenwood. . . . .	Jackson.
Missouri & Kansas Telephone Co. . . . .	Independence. . . . .	Jackson.
Missouri & Kansas Telephone Co. . . . .	Kansas City. . . . .	Jackson.
Missouri & Kansas Telephone Co. . . . .	Lamar. . . . .	Barton.
Missouri & Kansas Telephone Co. . . . .	Lees Summit. . . . .	Jackson.
Missouri & Kansas Telephone Co. . . . .	Marceline. . . . .	Linn.
Missouri & Kansas Telephone Co. . . . .	Marionville. . . . .	Lawrence.
Missouri & Kansas Telephone Co. . . . .	Marshall. . . . .	Saline.
Missouri & Kansas Telephone Co. . . . .	Miami. . . . .	Saline.
Missouri & Kansas Telephone Co. . . . .	Monett. . . . .	Barry.
Missouri & Kansas Telephone Co. . . . .	Neosho. . . . .	Newton.
Missouri & Kansas Telephone Co. . . . .	Nevada. . . . .	Vernon.
Missouri & Kansas Telephone Co. . . . .	Noel. . . . .	McDonald.
Missouri & Kansas Telephone Co. . . . .	Peirce City. . . . .	Lawrence.
Missouri & Kansas Telephone Co. . . . .	Pleasant Hill. . . . .	Cass.
Missouri & Kansas Telephone Co. . . . .	Republic. . . . .	Greene.
Missouri & Kansas Telephone Co. . . . .	St. Joseph. . . . .	Buchanan.
Missouri & Kansas Telephone Co. . . . .	Sedalia. . . . .	Pettis.
Missouri & Kansas Telephone Co. . . . .	Seligman. . . . .	Barry.
Missouri & Kansas Telephone Co. . . . .	Slater. . . . .	Saline.
Missouri & Kansas Telephone Co. . . . .	Smithville. . . . .	Clay.
Missouri & Kansas Telephone Co. . . . .	Southwest City. . . . .	McDonald.
Missouri & Kansas Telephone Co. . . . .	Springfield. . . . .	Greene.
Missouri & Kansas Telephone Co. . . . .	Stanberry. . . . .	Gentry.
Missouri & Kansas Telephone Co. . . . .	Tarkio. . . . .	Achison.
Missouri & Kansas Telephone Co. . . . .	Trenton. . . . .	Grundy.

**TELEPHONE COMPANIES REPORTING FOR YEAR ENDING  
DECEMBER 31, 1914—Continued.**

Company name.	Local exchanges operated.	County.
Missouri & Kansas Telephone Co. ....	Warrensburg. ....	Johnson.
Missouri & Kansas Telephone Co. ....	Washburn. ....	Barry.
Missouri & Kansas Telephone Co. ....	Westboro. ....	Atchison.
Mokane Independent Tel. Exchange. ....	Mokane. ....	Callaway.
Monroe County Mutual Tel. Co. ....	Paris. ....	Monroe.
Monroe County Mutual Tel. Co. ....	Monroe City. ....	Monroe.
Monroe County Mutual Tel. Co. ....	Florida. ....	Monroe.
Monroe County Mutual Tel. Co. ....	Stotesville. ....	Monroe.
Monroe County Mutual Tel. Co. ....	Holliday. ....	Monroe.
Monroe County Mutual Tel. Co. ....	Granville. ....	Monroe.
Monroe County Mutual Tel. Co. ....	Goss. ....	Monroe.
Montevallo Mutual Tel. Co. ....	Montevallo. ....	Vernon.
Montgomery Telephone Co. ....	Montgomery City. ....	Montgomery.
Moscow Mills Telephone Co. ....	Moscow Mills. ....	Lincoln.
Mound City Telephone Co. ....	Mound City. ....	Holt.
Mt. Vernon Telephone Company. ....	Mt. Vernon. ....	Lawrence.
Mt. Zion Mutual Telephone Co. ....	Mt. Zion. ....	Henry.
Musselfork Mutual Telephone Co. ....	Musselfork. ....	Chariton.
Mutual Telephone Company. ....	Greenfield. ....	Dade.
Mutual Tel. Co. Harrison County. ....	Bethany. ....	Harrison.
Mutual Tel. Co. Harrison County. ....	Brimson. ....	Grundy.
Mutual Tel. Co. Harrison County. ....	Edinburg. ....	Grundy.
Mutual Tel. Co. Harrison County. ....	Coffey. ....	Daviess.
Mutual Tel. Co. Harrison County. ....	Gilman City. ....	Harrison.
Mutual Tel. Co. Harrison County. ....	Melbourne. ....	Harrison.
Mutual Tel. Co. Harrison County. ....	Mt. Moriah. ....	Harrison.
Mutual Tel. Co. Harrison County. ....	Ridgeway. ....	Harrison.
Mutual Telephone Company. ....	Montgomery City. ....	Montgomery.
Mutual Telephone System. ....	Rochepoint. ....	Boone.
Mutual Home Telephone Company. ....	Barnhart. ....	Jefferson.
Napoleon Telephone Company. ....	Napoleon. ....	Lafayette.
Napoleon Telephone Company. ....	Wellington. ....	Lafayette.
Neelyville Telephone Company. ....	Neelyville. ....	Butler.
Neighbors Liberal Telephone Co. ....	Amity. ....	DeKalb.
Nevada Telephone Company. ....	Nevada. ....	Vernon.
Newark Telephone Company. ....	Newark. ....	Knox.
Newburg Telephone Company. ....	Newburg. ....	Phelps.
New Century Telephone Company. ....	Sturgeon. ....	Boone.
New London Telephone Exchange. ....	New London. ....	Ralls.
Newton County Enterprise Tel. Co. ....	Newtonia. ....	Newton.
Ritchey Division of Newton County Tel. Co. ....	Ritchey. ....	Newton.
Nixa Rural Telephone Company. ....	Nixa. ....	Christian.
Northeast Missouri Telephone Co. ....	Canton. ....	Lewis.
Northeast Missouri Telephone Co. ....	LaGrange. ....	Lewis.
Northeast Missouri Telephone Co. ....	Monticello. ....	Lewis.
Northeast Missouri Telephone Co. ....	Lewistown. ....	Lewis.
Northeast Missouri Telephone Co. ....	Maywood. ....	Lewis.
Northeast Missouri Telephone Co. ....	Durham. ....	Lewis.
North Eastern Telephone Co. ....	Concordia. ....	Lafayette.
Northern Telephone Company. ....	Concordia. ....	Lafayette.
North Side Telephone Company. ....	Parkville. ....	Platte.

TELEPHONE COMPANIES REPORTING FOR YEAR ENDING  
DECEMBER 31, 1914—Continued.

Company name.	Local exchanges operated.	County.
North Side Telephone Company.....	Farley.....	Platte.
Northwest Telephone Company.....	Concordia.....	Lafayette.
Northwestern Telephone Company.....	Concordia.....	Lafayette.
Novelty Mutual Telephone Co.....	Novelty.....	Knox.
Novinger Telephone Company.....	Novinger.....	Adair.
Oak Grove Home Telephone Co.....	Oak Grove.....	Jackson.
Olean Telephone Company.....	Olean.....	Miller.
Orchard Farm Telephone Company.....	Orchard Farm.....	St. Charles.
Osceola Telephone Company.....	Osceola.....	St. Clair.
Osceola Telephone Company.....	Vista.....	St. Clair.
Osceola Telephone Company.....	Lowry City.....	St. Clair.
Oregon & Forest City Tel. Co.....	Oregon.....	Holt.
Otterville-Smithton Tel. Co.....	Otterville.....	Cooper.
Otterville-Smithton Tel. Co.....	Smithton.....	Pettis.
Otterville-Smithton Tel. Co.....	Syracuse.....	Morgan.
Pacific Home Telephone Co.....	Pacific.....	Franklin.
Page City Telephone Co.....	Higginsville.....	Lafayette.
Palmyra Telephone Company.....	Palmyra.....	Marion.
Patrons Telephone Company.....	Orrick.....	Ray.
Patton Telephone Company.....	Patton.....	Bollinger.
Pattonsburg Home Telephone Co.....	Pattonsburg.....	Davies.
Peace Valley Mutual Tel. Co.....	Peace Valley.....	Howell.
Peoples Telephone Company.....	Graham.....	Nodaway.
Peoples Telephone Union.....	Maryville.....	Nodaway.
Peoples Telephone Company.....	Marquand.....	Madison.
Peoples Telephone Company.....	Lutesville.....	Bollinger.
Peoples Telephone Company.....	Zalma.....	Bollinger.
Peoples Mutual Telephone Co.....	Braymer.....	Caldwell.
Peoples Mutual Telephone Co.....	Montgomery City.....	Mont- gomery.
Peoples Mutual Telephone Co.....	Kingsville.....	Johnson.
Peoples Telephone Union.....	Maryville.....	Nodaway.
Perry County Telephone Co.....	Perryville.....	Perry.
Perry Telephone Company.....	Perry.....	Ralls.
Peyton Telephone Company.....	Wellsville.....	Mont- gomery.
Pilot Grove Independent Tel. Co.....	Pilot Grove.....	Cooper.
Pioneer Telephone Company.....	Dixon.....	Pulaski.
Pioneer Telephone Company.....	Crocker.....	Pulaski.
Pioneer Telephone Company.....	Hancock.....	Pulaski.
Pioneer Telephone Company.....	Waynesville.....	Pulaski.
Pioneer Telephone Company.....	Richland.....	Pulaski.
Platte County Telephone Co.....	Platte City.....	Platte.
Platte County Telephone Co.....	Camden Point.....	Platte.
Pleasant Hill Telephone Co.....	Pleasant Hill.....	Cass.
Polo & Richmond Telephone Co.....	Rayville.....	Ray.
Polo & Richmond Telephone Co.....	Vibbard.....	Ray.
Polo & Richmond Telephone Co.....	Knoxville.....	Ray.
Potosi Telephone Company.....	Potosi.....	Washington.
Princeton Telephone Company.....	Princeton.....	Mercer.
Purdin Telephone Exchange.....	Purdin.....	Linn.
Purdy Telephone Company.....	Purdy.....	Barry.
Queen City Mutual Telephone Co.....	Queen City.....	Schuyler.
Ravanna Telephone Co.....	Ravanna.....	Mercer.

TELEPHONE COMPANIES REPORTING FOR YEAR ENDING  
DECEMBER 31, 1914—Continued.

Company name.	Local exchanges operated.	County.
Reeds Telephone Co. ....	Reeds. ....	Jasper.
Regal Telephone Co. ....	Braymer. ....	Caldwell.
Revere Independent Telephone Co. ....	Revere. ....	Clark.
Reynolds County Telephone Co. ....	Piedmont. ....	Wayne.
Reynolds County Telephone Co. ....	Greenville. ....	Wayne.
Reynolds County Telephone Co. ....	Patterson. ....	Wayne.
Reynolds County Telephone Co. ....	Mill Spring. ....	Wayne.
Rice Telephone Exchange. ....	Alton. ....	Oregon.
Richards Telephone Exchange. ....	Richards. ....	Vernon.
Richland Telephone Company. ....	Richland. ....	Pulaski.
Ripley County Farmers Mutual Tel. Co. ....	Doniphan. ....	Ripley.
Riverside Telephone Company. ....	Hamburg. ....	St. Charles.
Robins Telephone Company. ....	Robins. ....	Johnson.
Rocheport Telephone Company. ....	Rocheport. ....	Boone.
Rockport Mutual Telephone Co. ....	Rockport. ....	Atchison.
Rockville Telephone Co. ....	Rockville. ....	Bates.
Rolla Telephone Company. ....	Rolla. ....	Phelps.
Ruben Line. ....	Steedman. ....	Callaway.
Ruben Line. ....	Mokane. ....	Callaway.
Rural Line Switchboard. ....	Jefferson City. ....	Cole.
Rush Hill, Laddonia & Mexico Union Telephone Co. ....	Rush Hill. ....	Audrain.
Rushville Telephone Company. ....	Rushville. ....	Buchanan.
Russellville Telephone Co. ....	Russellville. ....	Cole.
Salem Telephone Company. ....	Salem. ....	Dent.
Salem Mutual Telephone Company. ....	Saline. ....	Mercer.
Saline Mutual Telephone Company. ....	Cainesville. ....	Mercer.
Saline Mutual Telephone Company. ....	Lineville, Iowa. ....	
Salisbury Home Telephone Company. ....	Salisbury. ....	Chariton.
Sampsel Telephone Exchange. ....	Sampsel. ....	Livingston.
Santa Fe Telephone Exchange. ....	Santa Fe. ....	Monroe.
Sarcozie Telephone Company. ....	Sarcozie. ....	Jasper.
Schell City Telephone Exchange. ....	Schell City. ....	Vernon.
Scholler, F. A., Telephone Co. ....	Foster. ....	Bates.
Sedalia Home Telephone Co. ....	Sedalia (see Kinloch). ....	Pettis.
Seligman Rural Telephone Co. ....	Seligman. ....	Barry.
Seneca Telephone Company. ....	Seneca. ....	Newton.
Seymour Telephone Company. ....	Seymour. ....	Webster.
Shelbina Telephone Company. ....	Shelbina. ....	Shelby.
Sheldon Mutual Telephone Company. ....	Sheldon. ....	Vernon.
Sheridan Farmers Mutual Tel. Co. ....	Sheridan. ....	Worth.
Southwestern Tel. & Tel. Company. ....	Armstrong. ....	Howard.
Southwestern Tel. & Tel. Company. ....	Benton. ....	Scott.
Southwestern Tel. & Tel. Company. ....	Bismarck. ....	St. Francois.
Southwestern Tel. & Tel. Company. ....	Bloomfield. ....	Stoddard.
Southwestern Tel. & Tel. Company. ....	Campbell. ....	Dunklin.
Southwestern Tel. & Tel. Company. ....	Cardwell. ....	Dunklin.
Southwestern Tel. & Tel. Company. ....	Caruthersville. ....	Pemiscot.
Southwestern Tel. & Tel. Company. ....	Chaffee. ....	Scott.
Southwestern Tel. & Tel. Company. ....	Charleston. ....	Mississippi.
Southwestern Tel. & Tel. Company. ....	Clarkton. ....	Dunklin.
Southwestern Tel. & Tel. Company. ....	Clayton. ....	St. Louis.
Southwestern Tel. & Tel. Company. ....	Dexter. ....	Stoddard.
Southwestern Tel. & Tel. Company. ....	East Prairie. ....	Mississippi.

TELEPHONE COMPANIES REPORTING FOR YEAR ENDING  
DECEMBER 31, 1914—Continued.

Company name.	Local exchanges operated.	County.
Southwestern Tel. & Tel. Company....	Essex.....	Stoddard.
Southwestern Tel. & Tel. Company....	Eureka.....	St. Louis.
Southwestern Tel. & Tel. Company....	Fayette.....	Howard.
Southwestern Tel. & Tel. Company....	Ferguson.....	St. Louis.
Southwestern Tel. & Tel. Company....	Florissant.....	St. Louis.
Southwestern Tel. & Tel. Company....	Fulton.....	Callaway.
Southwestern Tel. & Tel. Company....	Glasgow.....	Howard.
Southwestern Tel. & Tel. Company....	Glenwood.....	Schuyler.
Southwestern Tel. & Tel. Company....	Hannibal.....	Marion.
Southwestern Tel. & Tel. Company....	Hayti.....	Pemiscoat.
Southwestern Tel. & Tel. Company....	Higbee.....	Randolph.
Southwestern Tel. & Tel. Company....	Hornersville.....	Dunklin.
Southwestern Tel. & Tel. Company....	Kennett.....	Dunklin.
Southwestern Tel. & Tel. Company....	Kirksville.....	Adair.
Southwestern Tel. & Tel. Company....	Kirkwood.....	St. Louis.
Southwestern Tel. & Tel. Company....	Koskonong.....	Oregon.
Southwestern Tel. & Tel. Company....	Lancaster.....	Schuyler.
Southwestern Tel. & Tel. Company....	Lilbourn.....	New Madrid
Southwestern Tel. & Tel. Company....	Malden.....	Dunklin.
Southwestern Tel. & Tel. Company....	Mexico.....	Audrain.
Southwestern Tel. & Tel. Company....	Moberly.....	Randolph.
Southwestern Tel. & Tel. Company....	Monroe City.....	Monroe.
Southwestern Tel. & Tel. Company....	Morehouse.....	New Madrid
Southwestern Tel. & Tel. Company....	New Franklin.....	Howard.
Southwestern Tel. & Tel. Company....	New Madrid.....	New Madrid
Southwestern Tel. & Tel. Company....	Oran.....	Scott.
Southwestern Tel. & Tel. Company....	Paris.....	Monroe.
Southwestern Tel. & Tel. Company....	Poplar Bluff.....	Butler.
Southwestern Tel. & Tel. Company....	Portageville.....	New Madrid
Southwestern Tel. & Tel. Company....	St. Charles.....	St. Charles.
Southwestern Tel. & Tel. Company....	St. Clair.....	Franklin.
Southwestern Tel. & Tel. Company....	Senath.....	Dunklin.
Southwestern Tel. & Tel. Company....	Sikeston.....	Scott.
Southwestern Tel. & Tel. Company....	Valley Park.....	St. Louis.
Southwestern Tel. & Tel. Company....	Webster Groves.....	St. Louis.
Southwestern Tel. & Tel. Company....	St. Louis.....	St. Louis.
Sparta Rural Telephone Exchange.....	Sparta.....	Christian.
Speed Telephone Company.....	Speed.....	Cooper.
Steelville Telephone Company.....	Steelville.....	Crawford.
Steffenville Telephone Company.....	Steffenville.....	Lewis.
Stephens Telephone Company.....	Stephens.....	Callaway.
Stet-Rockingham-Norborne Tel. Co....	Norborne.....	Carroll.
Stet-Rockingham-Norborne Tel. Co....	Lebanon.....	Carroll.
Stewartville Telephone Company.....	Stewartsville.....	DeKalb.
Stockton Telephone Co.....	Stockton.....	Cedar.
Stotesbury Telephone Company.....	Stotesbury.....	Vernon.
St. Thomas Telephone Company.....	St. Thomas.....	Cole.
Stover Telephone Company.....	Stover.....	Morgan.
Sturges Telephone Company.....	Sturges.....	Livingston.
Sumner Telephone Company.....	Sumner.....	Chariton.
Surburban Telephone Co. (see Kin- loch System)		St. Louis.
Sweet Springs Telephone Co.....	Sweet Springs.....	Saline.
Sweet Springs Telephone Co.....	Blackburn.....	Saline.

**TELEPHONE COMPANIES REPORTING FOR YEAR ENDING  
DECEMBER 31, 1914—Continued.**

Company name.	Local exchanges operated.	County.
Tebo Telephone Company .....	Calhoun .....	Henry.
Texas County Mutual Tel. Co. ....	Houston .....	Texas.
Thayer & Alton Telephone Co. ....	Thayer .....	Oregon.
Tina Mutual Telephone Co. ....	Tina .....	Carroll.
Tri-County Telephone Company .....	Nelson .....	Saline.
Triplet Independent Telephone Co. ....	Triplet .....	Chariton.
Union Telephone Company .....	Economy .....	Macon.
United Telephone Company .....	Cole Camp .....	Benton.
United Telephone Company .....	Lincoln .....	Benton.
United Telephone Company .....	Warsaw .....	Benton.
Urich Telephone Company .....	Urich .....	Henry.
Vandalia Union Switchboard Co. ....	Vandalia .....	Audrain.
Verona Independent Telephone Co. ....	Verona .....	Lawrence.
Versailles Telephone Company .....	Versailles .....	Morgan.
Walnut Grove Telephone Co. ....	Walnut Grove .....	Greene.
Wardell Telephone Company .....	Portageville .....	New Madrid
Warrensburg Home Telephone Co. ....	Warrensburg .....	Johnson.
Warrenton Telephone Company .....	Warrenton .....	Warren.
Watermelon Telephone Co. ....	Benton .....	Scott.
Waverly Telephone Co. ....	Waverly .....	Lafayette.
Wayne County Telephone Co. ....	Cascade .....	Wayne.
Wayne County Telephone Co. ....	Mill Creek .....	Madison.
Wayne County Telephone Co. ....	Bounds .....	Wayne.
Wayne County Telephone Co. ....	Hiram .....	Wayne.
Wayne County Telephone Co. ....	Marquand .....	Madison.
Wayne County Telephone Co. ....	Patterson .....	Wayne.
Wayne County Telephone Co. ....	Ellis .....	Wayne.
Wayne County Telephone Co. ....	Cold Water .....	Wayne.
Webster County Telephone Co. ....	Marshfield .....	Webster.
Wentzville Telephone Company .....	Wentzville .....	St. Charles.
West Freedom Telephone Co. ....	Concordia .....	Lafayette.
West Lawn Telephone Company .....	Leeton .....	Johnson.
West Plains Telephone Co. ....	West Plains .....	Howell.
Weston Telephone System .....	Weston .....	Platte.
Wheeling Mutual Telephone Co. ....	Wheeling .....	Livingston.
White Oak Telephone Co. ....	Lone Jack .....	Jackson.
Willow Springs Local & L. D. Tel. Co. .	Willow Springs .....	Howell.
Winfield Telephone Exchange .....	Winfield .....	Lincoln.
Winston Telephone System .....	Winston .....	Daviess.
Woodlandville Mutual Tel. Co. ....	Woodlandville .....	Boone.
Wright County Telephone Co. ....	Mountain Grove .....	Wright.
Wright City Telephone Co. ....	Wright City .....	Warren.
Wyaconda & Williamstown Tel. Co. .	Wyaconda .....	Clark.
Worth Mutual Telephone Co. ....	Ravenwood .....	Nodaway.
Worth Mutual Telephone Co. ....	Gentry .....	Gentry.
Worth Mutual Telephone Co. ....	Axlanthus .....	Gentry.
Worth Mutual Telephone Co. ....	Darlington .....	Gentry.
Worth Mutual Telephone Co. ....	Parnell .....	Nodaway.
Worth Mutual Telephone Co. ....	Worth .....	Worth.
Worth Mutual Telephone Co. ....	Denver .....	Worth.



## RAILROAD ACCIDENTS INVESTIGATED.

Section 45 of the Public Service Commission Law provides for the inspection of accidents of common carriers by the Commission. In compliance with this provision of the law, one or more of the Commissioners, as soon as notified of an accident, reaches the scene as quickly as possible, accompanied by such of the Commission's engineering staff as is deemed of assistance to secure all possible particulars of the accident before the surrounding conditions are changed by the wrecking crew or otherwise. Evidence is gathered at once by means of photographs, testimony from employees or officers of the interested railroad company, or any other person in a position to furnish any information bearing upon the cause of the accident. If the Commissioner making such investigation can secure conclusive evidence of the cause of the accident at such time, a report of the matter is submitted later to the full Commission, with such recommendations as may be deemed calculated to prevent the recurrence of such accidents.

When the cause of the accident can not be thus ascertained, the Commission sets a formal hearing in the matter at such time and place as is determined to be expedient, and serves upon the official representative of the carrier involved notice of public hearing instituted upon the Commission's own motion to inquire and determine the cause of such wreck. The carrier interested is thereby required to produce at such hearing all witnesses having any knowledge of the probable cause of such wreck, and any and all other available means of evidence for the information of the Commission, to the end that the cause of the accident may be determined, and the responsibility fixed, and such order made in the premises as shall be just and reasonable.

Upon its conclusions from the evidence, the Commission publishes its findings in regard to the wreck, as due to defective equipment, negligent or incompetent employees, executive management or any other cause, and with orders and recommendations to prevent a recurrence of accidents.

Following are summaries of five wrecks occurring during the last year, upon which the Commission considered formal hearings were necessary. In all cases of investigation of wrecks the interested corporations have displayed a spirit of hearty

co-operation with the Commission in an effort to determine the cause and prevent repetitions of these accidents.

**Formal Cases:** *Case No. 421.* June 13, 1914, derailment of St. Louis and San Francisco Railroad Company's train No. 802 at Moccasin Spring, Mo. Twenty-two people injured; two apparently seriously and the others slight bruises, sprains and cuts. Two coaches derailed and rolled into a ditch. Evidence showed that accident was due to a wheel working loose on axle and throwing open a split switch. Commission held that the accident was due to defective equipment and might have been prevented by more rigid inspection, and recommended more rigid inspection of equipment.

*Case No. 462.* August 5, 1914, head-on collision between Kansas City Southern Railway Company's freight, 1st No. 56, hauling passenger equipment, north-bound, and Missouri and North Arkansas gasoline car, scheduled as passenger train No. 209, south-bound, near Tipton Ford station on tracks of the Kansas City Southern Railway Company. Loss of life, 38 passengers and train crew of 3; injured 2, employees. Evidence was that the motor car carried approximately 105 gallons of gasoline at the time of accident, which by exploding and igniting caused great fatality. Commission held the accident due to failure of train crew of the Missouri and North Arkansas passenger train No. 209 to observe positive meet and pass order for 1st No. 56 at Tipton Ford.

*Case No. 420.* June 5, 1914, derailment of St. Louis and San Francisco Railroad Company's train No. 9 near Sleeper, Missouri. Loss of life of fireman and slight injury of two other members of the train crew. Engine and mail car turned on side. The Commission found no evidence of violation of operating rules; track conditions apparently safe, and, in the absence of evidence to the contrary, the necessary conclusion was that the accident was caused either by defective equipment causing the brake-beam to fall or by some foreign obstruction on track. The Commission recommended higher standards of inspection in maintenance of equipment, and that the carrier should provide the most careful tests and inspection of all equipment, particularly of brake-beams at installation and thereafter.

*Case No. 422.* June 6, 1914, automobile struck on grade crossing by Chicago, Burlington and Quincy Railroad Company's south-bound passenger train No. 7. Loss of life of four occupants of automobile. Evidence showed the crossing in

good condition on a tangent of over one mile and not obscured in any way from view of vehicle traffic of the public road. The Commission recommended that its engineer, together with the county engineer, make a special study to determine if conditions on these grade crossings are dangerous, and also the possibility of a change in the public road to eliminate this and certain other crossings at grade near this point.

### Summary of Casualties in Formal Cases.

#### *Error of Employees of Carrier:*

Killed, 38 passengers. Injured, 2.

Killed, 3 employees.

#### *Defective Equipment:*

Killed, 1. Injured, 24.

#### *Carelessness of the Public:*

Killed, 4.

#### *Abnormal Meteorological Disturbance:*

Killed, 26 passengers. Injured, 27 passengers.

Killed, 1 employee.

**Analysis of Accidents:** Compilation and analysis of the accident reports of the carriers to the Commission for eleven months of the year 1914 (December not included) disclose the following facts:

	Steam.		Electric.		Total	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers.....	69	590	12	2,460	81	3,050
Employees.....	69	1,837	0	95	69	1,932
Trespassers.....	173	197	3	24	176	221
Other persons not trespassers.....	25	127	29	873	54	1,000
	336	2,751	44	3,452	380	6,203
Damage to property....	\$260,430.71		\$167.31		\$260,598.02	

## GRADE-CROSSINGS.

The subject of grade-crossings has been handled by the Commission along the lines as outlined in its First Annual Report.

The Commission has ordered a separation of five grade-crossings in the city of St. Louis, and has other cases now pend-

ing looking towards the separation of further grade-crossings in said city.

The Commission has heard evidence as to the separation of four grade-crossings in the city of St. Joseph, and said cases have been briefed, argued and submitted for consideration by the Commission.

The Commission has ordered a separation of the Blue Avenue grade-crossing in Jackson County on complaint of the county, and the order of the Commission has been accepted by both sides and the work will go forward in the early spring on same. A complaint involving the separation of a grade-crossing at Fiftieth Street in Kansas City has been presented to the Commission and is now under consideration.

The efforts of the Commission have been greatly handicapped in securing the separation of grade-crossings by reason of the European war and the inability of the railroad companies to sell their bonds and stocks to secure new capital with which to make said improvements. The five grade-crossings ordered separated in St. Louis will require an approximate capital of \$300,000. If the money markets improve the Commission will be enabled to accomplish the separation of more crossings this year than it was able to do during the past year.

### STOCK AND BOND APPLICATIONS.

The authorization of stocks, bonds, notes and other evidences of indebtedness is in many respects among the most important duties assigned to the Commission by the provisions of the Public Service Commission Law.

It is provided in this law that corporations may issue such securities for five purposes only: (a) acquisition of property; (b) construction, completion, extension or improvement of its facilities; (c) for the discharge or lawful refunding of its obligations; (d) for the improvement of its service; (e) for the reimbursement of moneys actually expended for (a), (b) and (c) from income, or from any other moneys in the treasury of the corporation not secured by or obtained from the issue of securities within five years next prior to the filing of the application, provided the applicant shall have kept its accounts and vouchers of such expenditures in such manner as will enable the Commission to ascertain the amount of money so expended and the purposes for which such expenditures were made.

In the First Annual Report of this Commission for 1913 the rules adopted by the Commission governing the issuance of securities and the practice of the Commission under these provisions of the Public Service Commission Law are set out quite fully and discussed at some length and need not again be repeated in this report. The Commission has followed the rules and regulations as thus set out and discussed in its former report.

The Commission has found that applications to issue securities with which to acquire property or make extensions and improvements in the future are, in the first instance, the most simple and direct of the different applications submitted to the Commission for authority to issue securities under the provisions of said law. The orders of the Commission authorizing the issue of securities for these purposes show the amount to be issued, the minimum price and the purposes for which the proceeds are to be used, and require that verified reports for each six months shall be filed with the Commission showing that the orders have been complied with. If the Commission has any doubt as to whether orders of this character are being complied with, it will have an investigation made by its Engineering and Accounting Departments to ascertain the facts as the expenditures of the corporation are made. The orders of the Commission authorizing the issuance of securities contain provisions against pledging or hypothecating the securities authorized for loans without first obtaining the approval of the Commission authorizing such pledge.

The money stringency and the falling off in the market for securities of all classes of corporations since the breaking out of the European war in early August, 1914, has been markedly noticeable to the Commission in the small number of applications for authority to issue stocks and bonds. The stock exchanges throughout the United States and in fact throughout the world were closed to the sale of securities of public utilities of any kind, and it has been almost impossible for the railroads or any other public utility in this state to secure money for the sale of their respective securities. Even the sale of equipment trust notes has been very difficult for some of the railroads of this state to secure on favorable terms which the Commission could approve.

Applications for the issuance of securities for reimbursement and refunding of current obligations incurred for capital

purposes are very closely scrutinized by the Commission. The Commission has strictly and uniformly held that no security could be issued except for one or more of the specific purposes mentioned in the Public Service Commission Law. The Commission has declined to permit the issuance of securities in a single instance to pay operating expenses, taxes, interest or dividends by any public utility in this state. An application was denied to the extent of \$25,000 to issue securities for the payment of interest and dividends of a certain water company which applied to the Commission for such authority. A like refusal was made by the Commission to a certain gas company which desired to issue securities for the purpose of securing money to pay interest on bonds and taxes. Under the provisions of the Public Service Commission Law, utilities may borrow money for such purposes on securities issued for less than twelve months, but such securities cannot be thereafter refunded for capital purposes, except as provided in the Public Service Commission Law, for a longer period than twelve months.

Applications for the issuance of securities for mergers, consolidations or reorganizations of railroads and other public utilities are carefully scrutinized by the Commission in passing on same. During the year the Commission has passed on one application for reorganization of a small railroad company known as the Cassville & Western Railroad Company. Section 62 of the Public Service Commission Law provides for the reorganization of railroad companies, and among other provisions contains the following: "Upon all such reorganizations the amount of capitalization, including therein all stocks and bonds and other evidence of indebtedness, shall be such as is authorized by the Commission which, in making its determination, shall not exceed the fair value of the property involved, taking into consideration its original cost of construction, duplication cost, present condition, earning power at reasonable rates and all other relevant matters, and any additional sum or sums as shall be actually paid in cash." Said Cassville & Western Railroad Company had originally issued in stocks and bonds before its receivership and reorganization approximately \$100,000, and came to the Commission with its application asking to issue a like amount for the payment of the properties as reorganized. The Commission had its engineers to make a valuation of said road, who reported that the fair present value of said property was not to exceed \$60,000, and

the Commission thereupon entered its order authorizing said company to issue in the aggregate of stocks and bonds not to exceed \$60,000.

A committee for the Wabash Railroad Company filed a plan of reorganization with the Commission asking for the approval of a plan to reorganize the Wabash properties, and hearings were held in Missouri at which Commissioners from Michigan, Ohio and Illinois attended and sat with the Commissioners of this Commission. A further hearing was held at Springfield, Illinois, at which this Commission attended and further testimony was offered at said hearing as to the fair present value of the properties of the Wabash Railroad and all of its terminal facilities. An engineer of wide experience had been employed to go over the properties and make an estimated appraisal of same. The application was dismissed at the request of the applicant after the beginning of the European war and the closing of the various stock exchanges as above stated. The Commission has had no notice when a further application for the reorganization of said railroad will be presented for its consideration.

In the consolidation of the properties of the Missouri & Kansas Telephone Company with the properties of the Home Telephone Company of Joplin, the Commission permitted the consolidation to be made on detailed appraisals of telephone valuation engineers of said properties. In the examination the Commission ascertained that at least \$100,000 of the stock of said Home Telephone Company had been issued without the actual cash having been paid for same, and the Commission permitted the consolidation upon condition that the Home Telephone Company would surrender to its board of directors \$100,000 of said stock as "watered" and cancel same and certify that fact to the Commission, which was fully complied with before the order of the Commission became effective permitting the consolidation of said two telephone companies.

Regarding the position of this Commission with reference to securities approved by it, and as to the purchase of same by the public, it quotes with its full approval from the Annual Report of the Public Service Commission of the State of New York, Second District, for the year 1913, as follows:

"While the Commission, as it has frequently stated in its opinion, does not in making authorizations of securities in any way guarantee that the securities so authorized are a good or safe investment, yet its object is to render the company's financial statements and make its own conclusions constitute such basis that the

investor will not be misled. It is believed that no other single agency will in the end result in better service or lower rates than an effective regulation of the financing of public service corporations. Only with correct accounts so that the investors may depend upon the accuracy of the financial statements furnished can public utilities finance themselves upon advantageous terms in competition with other avenues of investment. This end, however, can not be obtained until effective regulation has been in operation for a considerable period of time, for there are subject to the jurisdiction of the Commission nearly a thousand corporations."

As stated elsewhere in this report, the Commission has adopted a Uniform System of Accounts to be kept by the public utilities coming within its jurisdiction.

The following table shows the applications which have been made to the Commission during the term covered by this report and whether they are yet under the consideration of the Commission or whether same have been passed upon under the provisions of the Public Service Commission Law and orders entered therein.

TABLE SHOWING ALL APPLICATIONS FOR AUTHORIZATION TO ISSUE STOCKS, BONDS, NOTES AND OTHER EVIDENCE OF INDEBTEDNESS UNDER THE PUBLIC SERVICE COMMISSION LAW, JANUARY 1, 1914, TO AND INCLUDING DECEMBER 31, 1914.

No.	Name of Company.	Nature of Security.	Amount Allowed.	Date of Permit.
252	Julian J. Ross.....	Notes	\$1,400	Jan. 8
261	Mutual Telephone Company of Harrison County.....	Stock	4,100	Mar. 24
262	St. Louis Southwestern Railway Co....	Notes	340,000	Jan. 26
264	Empire District Electric Company.....	Bonds	120,000	Feb. 2
280	Chicago, Milwaukee & St. Paul Railway Company.....	Bonds	30,000,000	Feb. 9
281	Pike's Peak Telephone Company.....	Stock	500	Mar. 2
285	St. Louis, Iron Mountain & Southern Railway Company.....	Certificates	472,000	Feb. 16
291	St. Louis Southwestern Railway Co....	Bonds	1,324,000	Mar. 4
292	St. Joseph Railway, Light, Heat and Power Company.....	Bonds	168,000	Mar. 4
297	Missouri Valley Cold Storage Co.....	Stock	250,000	Mar. 9
		Bonds	50,000	Mar. 9
306	Chicago & Alton Railroad Company...	Bonds	999,000	Mar. 9
315	Richland Light and Power Company...	Stock	6,000	Mar. 14
332	St. Louis Southwestern Railway Co....	Notes	1,700,000	Mar. 30
336	Home Telephone Co. of Joplin.....	Bonds	1,100,000	Apr. 7
347	Missouri and Kansas Telephone Co....	Notes	7,500,000	Apr. 13
350	Kansas City Terminal Railway Co.....	Bonds	3,000,000	Apr. 13



No.	Name of Company.	Nature of Security.	Amount Allowed.	Date of Permit.
361	Chicago and Alton Railroad Co. ....	Bonds	\$491,000	Apr. 20
362	Kansas City Southern Railway Co. ....	Bonds	500,000	Apr. 18
365	Pattonsburg Home Telephone Co. ....	Bonds	15,000	Apr. 29
367	Chicago, Rock Island and Pacific Railway Company. ....	Bonds	1,494,000	Apr. 27
368	Gray's Point Terminal Railway Co. ....	Bonds	125,000	Apr. 27
373	Henry H. Glascock. ....	Note	2,000	May 9
374	North Missouri Light & Power Co. ....	Stock	60,000	Apr. 28
379	Berger Commercial Telephone Co. ....	Stock	630	Apr. 28
391	City Light & Traction Co. ....	Bonds	91,600	May 26
392	St. Louis Southwestern Railway Co. ....	Bonds	283,000	May 12
409	Kansas City Railways Co. ....	Stock	5,000	June 6
415	Chicago and Alton Railroad Co. ....	Bonds	585,000	June 22
418	Terminal Railway Co. of St. Louis. ....	Bonds	1,000,000	June 22
419	Kansas City Railways Company. ....	Stock	5,000	June 30
423	Chicago, Rock Island & Pacific Railway Company. ....	Bonds	1,170,000	June 29
428	Mississippi River & Bonne Terre Railway Company. ....	Notes	250,000	July 21
431	Excelsior Springs Water, Gas and Electric Co. ....	Bonds	52,000	July 7
439	Rolla, Ozark & Southern Railroad Co. ....	Bonds	20,000	Dec. 28
		Stock	20,000	Dec. 28
444	St. Louis, Iron Mountain & Southern Railway Company*. ....	Bonds	7,500,000	July 20
470	Missouri Public Utilities Company. ....	Bonds	147,000	Aug. 31
484	St. Louis, Iron Mountain & Southern Railway Company. ....	Certificates	800,000	Aug. 31
486	Springfield City Water Company. ....	Stock	100,000	Dec. 12
490	Union Pacific Railroad Company. ....	Bonds	31,848,900	Sept. 22
507	Chicago & Alton Railroad Company. ....	Bonds	319,000	Sept. 19
516	McComas Hydro-Electric Power Co. ....	Stock	50,000	Sept. 24
535	United Railways Company. ....	Bonds	600,000	Oct. 26
544	City Water Company of Sedalia. ....	Notes	75,000	Nov. 9
554	Kansas City Terminal Railway Co. ....	Notes	1,600,000	Nov. 25
		Bonds	2,000,000	Nov. 25
555	Schell City Telephone Company. ....	Stock	10,000	Nov. 30
556	Illinois Southern Railway Company. ....	Bonds	202,000	Nov. 30
557	Illinois Southern Railway Company. ....	Bonds	82,000	Dec. 22
566	Chicago, Rock Island and Pacific Railway Company. ....	Bonds	3,500,000	Dec. 7
567	Missouri Pacific Railway Company. ....	Certificates	280,000	Nov. 28
568	St. Louis, Iron Mountain & Southern Railway Company. ....	Certificates	400,000	Nov. 28
569	St. Louis, Iron Mountain & Southern Railway Company. ....	Bonds	2,129,000	Nov. 28
573	Chicago and Alton Railroad Company. ....	Notes	190,558.80	Dec. 2
579	Chicago and Alton Railroad Company. ....	Bonds	563,000	Dec. 22
582	Chicago Great Western Railroad Co. ....	Bonds	2,950,000	Pending
588	Hamilton Telephone Company. ....	Stock	500	Pending

\*Authorizing guaranty of bonds of Trans-Mississippi Terminal Company of Louisiana.

## OFFICIAL COMMISSION REPORTERS.

A full and complete record of all proceedings before the Public Service Commission, or any Commissioner, is had on all formal hearings, the testimony being taken down and transcribed by shorthand reporters—five in number—and the transcript filed with the record in the case.

Before a formal case comes on for hearing, one of the shorthand reporters is assigned to take the testimony. Often, however, on account of the nature of the hearing and its length, it has been necessary to assign two or more reporters to the case. Whenever it is found necessary to hold hearings at points other than Jefferson City, the reporters, of course, accompany the Commissioners, and at times are not able to reach the transcription of their notes until after several cases have been heard and after several days have passed.

The nature of the work of the Commission's shorthand reporters is somewhat different from that of court reporters. Part of the testimony introduced before the Commission is analogous to that introduced before the courts of the state, but the greater portion is expert testimony, given by experts who are thoroughly familiar with their subject and who have taken the trouble to orderly arrange their thought that their expressions might be clear and effective and that the Commission's time might not be unnecessarily encroached upon. Such testimony is of a highly technical nature. The clearness and effectiveness of their testimony depends to a great extent upon the precision with which they employ technical terminology, and the technical terms are used in their strict technical sense. Any deviation from a strictly verbatim report clouds the clearness and often destroys the entire meaning and effect desired to be conveyed by the testimony. To correctly report the hearings of the Commission it is necessary that the reporters thoroughly familiarize themselves with the technical terminology of the various classes of public service professions—each of which possesses a terminology peculiar unto itself. When one considers the fact that the public service professions embrace, among the more important, railroad corporations, street railroad and interurban railroad corporations, gas corporations, electrical corporations, water corporations, telephone corporations and heating companies, it is readily apparent that this

one feature of the reporter's work requires no small degree of specialization. Furthermore, hearings are often in the nature of conferences. These conferences are conducted in an informal manner. The discussion is open to all and no order of procedure is had as is the case in the introduction of court testimony. These conferences, therefore, call for exceeding alertness on the part of the reporters, for while taking the testimony or discussion, it is essential that they catch the names of the persons entering into the same; and, in addition, the speaker is often at such a distance from the reporter that the words are not as distinct as might be. This necessitates quickness of eye, ear, hand and mind, and only experienced reporters are capable of handling the work of the Commission.

As soon after the hearing as is possible, the reporter taking the same transcribes his notes. Some of the transcripts are many hundred pages in length, and to accurately transcribe such hearings often requires several weeks' time. Several carbon copies of the transcript of each case are made by the reporter. These, together with the original, are turned over to the secretary of the Commission. In many instances the carbon copies of the transcript are sold at the prices fixed by section 21 of the Public Service Commission Law to the parties interested in the proceeding. The method of the Commission in employing reporters at a stated salary and not paying them by the amount of work turned out, as is the method employed by some of the commissions, effects a saving to the state of several thousand dollars a year.

The work demanded of this department has been large and is steadily increasing. Many cases are heard by the Commission and in each instance the proceedings are reported. The five reporters have been kept constantly busy with their work and of late have been overcrowded. As it is necessary for the Commission to have the record of a hearing before it when passing upon a case, quick and efficient work by the Commission depends upon the work of its reporting department. Thus far the members of the department have been able to meet the demands made upon them.

### INSPECTION OF RAILROADS.

Section 43 of the Public Service Commission Law authorizes and empowers the Commission to make annual inspections of railroads in this state and to require the railroads for

such purpose to furnish transportation to members and employees of the Commission on locomotives or trains while in service or on special inspection cars.

Acting in accordance with the provisions of said section, the Commission arranged inspection schedules, showing the proposed dates of inspection and location and amount of track to be inspected each day. These schedules, together with a request for the use of a special inspection car or locomotive, were submitted to the respective railroads.

These inspections were made by one of the members of this Commission, accompanied by an engineer of the Commission and engineers and operating officials of the railroads. One of the greatest advantages of the annual inspection of railroads is that the Commission and the operating officials and engineers of the railroads are brought together and can discuss and agree upon corrective measures for necessary improvements.

The method of making these inspections was to have an inspection car pushed in front of the engine at an average speed of about 20 miles an hour, the inspection being made from the observation platform of the car. In cases where complaints had been made to the Commission of the condition of the track, or where it appeared to require closer inspection, the train was stopped and the inspection made on foot.

The 1914 inspection of railroads was commenced on May 1st and finished on November 28th. During this period the following roads were inspected, comprising in all 8294 miles of first main line track:

- Kansas City Southern
- Missouri and North-Arkansas
- Cassville and Western
- Chicago Great Western
- Chicago, Milwaukee and St. Paul
- Chicago, Rock Island and Pacific
- Kansas City, Clinton and Springfield
- Frisco High Line
- St. Louis & Hannibal
- Mississippi River & Bonne Terre
- Illinois Southern
- Cape Girardeau and Northern
- St. Louis and Southwestern
- Williamsville, Greenville & St. Louis
- Missouri Southern
- Chicago, Burlington & Quincy
- St. Louis, Iron Mountain and Southern
- Missouri Pacific
- Chicago & Alton
- Wabash
- Atchison, Topeka & Santa Fe

Iowa & St. Louis  
Quincy, Omaha and Kansas City  
Missouri, Kansas & Texas  
Kansas City, Clay County & St. Joseph (Electric)  
Rockport, Langdon & Northern  
Oregon & Interurban  
St. Joseph-Savannah (Electric)  
Bevier Southern  
Shelby County Railway  
Hannibal Connecting Railway  
St. Louis & San Francisco  
Sligo & Eastern  
Middlebrook, Graniteville & Belleview  
Butler County Railway  
St. Louis, Kennett & Southern  
Paragould Southern  
Deering Southwestern  
Mississippi Valley Railway  
St. Louis & Missouri Southern  
Gideon & North Island  
Salem, Winona & Southern  
Kansas City, Ozark & Southern

Every depot on each of the above roads at which a station agent was located was inspected as to sanitation, water supply, heating, lighting and general conditions.

The following roads, having approximately 160 miles of track, were not inspected, for the reason that they are either switching lines or are not in operation:

St. Louis Transfer Railway  
Kansas City Terminal Railway  
Leavenworth Terminal & Bridge Company  
Manufacturers Railway  
Missouri & Illinois Bridge & Belt Railway  
St. Joseph Belt  
St. Joseph Terminal Railway  
St. Louis Merchants Bridge Terminal Railway  
Terminal Railroad Association of St. Louis  
Union Terminal of St. Joseph

The inspection of the steam and electric railroads of Missouri is made for the purpose of determining whether the general condition of the same is such as to give safe and adequate service to the traveling public.

Last year, owing to the fact that the Commission had only been in existence eight months and did not have the nucleus of an engineering department organized until the latter part of the year, it was not possible to make as complete or detailed inspection as has been made during the current year. It was very gratifying, however, in going over the roads inspected last year to find that in nearly all cases the recommendations which had been made had been carried out. It was also observed that there has been a noticeable improvement in the main-

tenance of roadbed and track over last year, especially in the condition of ties and ballast. On each of these inspections the railroad companies had representatives accompany the Commission who had full power and authority to act on any recommendation made by the Commission and a great deal was accomplished in this manner.

Recommendations as to widening of roadbed, replacing of steel weighing less than 75 pounds per yard with heavier steel and increasing the depth of ballast, were in many cases agreed to by the representative of the railroad and instructions for the work to be done issued by letter or wire from the car.

The question of making surveys of drainage areas in order to determine adequate area of waterway where permanent structures were to replace old ones was given considerable attention. There have been several accidents during the past year due to washouts from heavy rains and the Commission is devoting special attention to the provision of adequate waterways and protection from such disasters.

In addition to inspecting the road and track, special attention was given to depot accommodation. A very thorough inspection was made of all depots at which agents were maintained and at which service was rendered the public. In all, 1096 depots were inspected and the following recommendations made, which are in all cases being complied with:

1. Additional seating capacity in 13 depots.
2. Additional freight room accommodation, 5 depots
3. Improved sanitation in waiting rooms, 3 depots.
4. Cuspidors in waiting rooms, 227 depots.
5. Water coolers in waiting rooms, 223 depots.
6. Sanitary drinking cups for sale, 715 depots.
7. Provision of closets, 127 depots.
8. Improved toilet accommodations, 152 depots.
9. Resurfacing of platforms, 63 depots.
10. Better attention to bulletin boards, 210 depots.
11. Oil and coal for station use was found stored in freight rooms at about 350 stations, thus increasing fire hazards. It was recommended where possible these articles be stored in a separate structure maintained for that purpose.
12. Approximately 200 closets were found to be located across the tracks from the depot. It was recommended that a new site be found for these closets on the same side of tracks as depot, thus doing away with the danger to passengers in crossing the tracks and adding materially to their convenience.
13. Installation of sanitary drinking fountains was recommended in the case of 9 depots.

In conclusion, it may be safely stated that as a result of the inspection made, there has been a marked improvement in the condition of roadbed, drainage of track, crossing protection and maintenance, accommodation and sanitary con-

veniences at depots, and it is felt that much good has been accomplished both in regard to the safety as well as the convenience of the traveling public.

The officials of the railroads have rendered the Commission great assistance in the successful prosecution of this work by their hearty co-operation at all times. Throughout the entire inspection the management displayed an earnest desire to make all necessary improvements recommended and had it not been for this spirit it would have been impossible to have accomplished all that has been done.

### INVESTIGATION AND SUSPENSION CASES.

As pointed out in our First Annual Report, the Commission has carefully and cautiously exercised its power and authority in suspending proposed increased rates for the purpose of investigation and in some instances in making an audit and valuation of the physical properties of such utility before determining whether such proposed increased rate was justifiable or not. As further pointed out in the Commission's First Annual Report the proposed increase of telephone rates in the city of St. Louis by the Southwest Telegraph and Telephone Company (Bell) was suspended during the latter part of the year 1913 and the suspension was further extended while the Commission has been making a complete audit and valuation of said proposed increased rates, which was stated would aggregate \$158,000 per year. This case has been argued and the Commission is now awaiting the filing of briefs in same, and as soon as such briefs are filed by the company the Commission will be able to take up the consideration of same.

The St. Joseph Gas Company, which is furnishing natural gas to the citizens of St. Joseph at 40 cents per 1000 cubic feet, filed an increased tariff with the Commission proposing to charge 60 cents per 1000 cubic feet for its natural gas, which would have increased the rates to the consumers in that city in the aggregate of \$148,000. The Commission, prior to the filing of said proposed increased rate had ordered a valuation of the properties of said gas company, and on the filing of said proposed increased rate the Commission entered an order suspending the same and is now proceeding with a valuation and audit of the properties of said gas company.

A number of railroad tariffs, as explained elsewhere in this report, have been filed with the Commission which named

increased rates against which shippers protested and petitioned the Commission to suspend said rates and permit hearings to be held to ascertain whether the same were reasonable and just.

All suspension hearings under the provisions of the Public Service Commission Law are given precedence over other cases and the Commission moves these cases just as rapidly as possible. However, in making the audit and valuation of large utilities like the Bell Telephone Company in St. Louis, the Kansas City Electric Light Company, and the St. Joseph Gas Company, a considerable amount of time and much labor of accountants and engineers is required to make such audits and valuations. Only such valuations as meet with the approval of the public and the utility in a spirit of fairness and accuracy can be acted upon by the Commission in fixing fair, reasonable and just rates towards the public on one hand and the public utility on the other.

The carriers in this state for many years have granted what is known as concentration privileges for the assembling of poultry at various points throughout the state. A proposed cancellation of this privilege was filed with the Commission, and a vigorous protest thereafter followed by the poultry dealers of the state, and said cancellation of this privilege was suspended and is now under investigation by the Commission to ascertain whether it is reasonable and just.

### TESTING OF TRACK SCALES.

Feeling that one of the important things to be investigated in this state is the care of railroad track scales, the Commission arranged with the Department of Commerce and Labor, Bureau of Standards, at Washington, to borrow their test scale car, and a four weeks trip over the state was made during November and December and 44 track scales were tested, including the only master scale in the state, that of the Missouri Pacific Railway at Pacific, Missouri.

The test scale car is the only one of its kind in existence and is equipped to test almost any kind of scales, but while in Missouri the tests were confined to track scales. The car carries weights ranging from one ten-thousandth of one pound to ten thousand pounds, and as all the weights are standardized very accurate results can be obtained.

The car itself is the standard Pennsylvania Railroad steel automobile box, reinforced to carry the extremely heavy load



which it contains. The weights and equipment for handling them weigh about 120,000 pounds, and the total weight of the car is about 176,500 pounds. One end of the car is equipped as an engine room and office and the balance of the car is occupied by the weights and truck. There are eight 10,000-pound weights, four 2500-pound weights and about one hundred and forty 50-pound weights. The truck upon which these weights are placed weighs 4612 pounds, and in testing, 388 pounds of small weights were used to bring the truck to even five thousand pounds.

Power for handling the weights is obtained from a four cylinder gasoline engine direct connected to a 10 K.W. 110 volt, D.C. generator.

The other equipment for handling the weights consists of a motor driven traveling beam in which there is a traveling and lifting electric driven crane.

The truck upon which the weights are placed is of very heavy steel construction. It has two pairs of wheels arranged on a five-foot wheel base and is equipped with a motor and controller obtaining power from the generator through a flexible cable, thus making it self-propelling.

During the trip in Missouri the car was accompanied by three employees of the Bureau of Standards and an engineer representing the Commission.

Scales were tested at Hannibal, Moberly, Sedalia, Jefferson City, Kansas City, St. Joseph, Carthage, Joplin, Carl Junction, Springfield, Pacific and St. Louis, in the order named. The trip was arranged so that any move exceeding about one hundred miles was easily made over night. The railroads in many cases had to furnish special service with regard to switching the car from one scale to another in the same city, but regular freight service was used for the moves from one city to another and the service in most cases was prompt and cheerfully furnished by the railroads, their only criticism being that there was not time to test all of their track scales instead of just a few of them.

As to the method of testing the scales: After a rigid inspection in which all binds, tight checks, loose main levers, etc., were noted and causes removed where possible; the scale was balanced on no load; the susceptibility reciprocal or "break" was taken and then a known weight, usually 90,000 pounds, was placed over each section of the scale in succession and the

weight shown on the beam noted in the scale test record. After all sections were tested the scale was again balanced on no load and if any change had taken place in the balance, the amount in pounds was noted in the record and the scale rebalanced. If no change was shown, it was so noted. After this, a lighter weight, usually 50,000 pounds, was weighed over each section and result noted as in the other cases. The balance was again tried under no load and results noted. Records were kept of the "Scale Test Record," the "Record of Scale Maintenance," and "Scale Record," the last being in the nature of a description of the scales. In most cases a copy of the readings obtained was left with the officer in charge of that particular scale.

The scales tested should be divided into two classes, first, those owned by the railroads, and second, those owned by private companies. On the trip 32 railroad and 12 industry scales were tested, and in the first case 12 were out of tolerance and in the latter 10 out of 12 were out of tolerance. The Bureau of Standards has adopted as a tentative tolerance two-tenths of one per cent, and this is the limit used.

It was noticed that where the railroads maintained a scale department the scales on those roads were in far better condition than on those where no scale department existed and irregular tests were the rule. This is also borne out by the scales belonging to the industries, for they seldom have proper tests and do not receive the maintenance given the scales by the large railroads.

The testing of track scales is an important item, but it should not be overlooked that there are various other kinds of scales and these also should receive careful attention.

The members of the Bureau of Standards were always courteous and willing to work under adverse conditions, and the Commission takes this opportunity of thanking them and the various railroad officials who handled the car:

### **SAFETY FIRST.**

A few years ago, while reviewing the statistics enumerating the appalling number of accidents on railways and the resultant destruction of property, loss of life and injuries sustained, and seeking some means by which such disasters might be overcome, or at least reduced to a minimum, Mr. Rogers, General Claim Agent of the Chicago & Northwestern Railway Company, first advanced the theory of the safety movement.

Realizing the relation necessary between the public and employee in the matter of transportation, the indisputable right of consideration each for the other, that the interest of all might best be served, a solution of the question was undertaken, the development of which brought to light many features of an unsuspected and grave import. The "Safety First" movement has long since ceased to be a growth directed by a few people; it is a movement nation-wide in its scope, deserving of commendation for its very intensity of progress, merciful purpose and benevolent results.

Given momentum, the movement has extended to every walk of industrial life. In the mills, factories and plants of the industries, the installation of safety appliances on machinery for the protection of careless or thoughtless operatives, is now regulated by legislation. In the cities, where the density of the street traffic is a consideration, traffic patrols are stationed at the street crossings, safety zones established beyond which street cars may not stop for the discharge and loading of passengers, and the direction of street traffic indicated on given streets between certain hours to prevent congestion.

In working out the details of "Safety First" on the railroads, many interesting and complex questions have arisen. The substitution of steel for wood in the construction of coaches, the manufacture of better rails, the proper maintenance of track and equipment, the limitation of the maximum allowable speed of trains, the installation of automatic safety devices and signal systems along the track and at the highway crossings, and the increase of efficient supervision are all phases of the subject, and to the same end.

On all of the larger railroads operating in this state safety organizations are doing an excellent work. The primal organization is composed of the system employees, whose prerogative and duty is the advancement of any idea that might prove of benefit to the general movement. There is a central safety committee, usually composed of some one official and an operative from each branch of the service; also a division safety committee on each division, made up of the management and operatives in the division service. Any idea whatsoever, that conduces to safety, if of merit, passes the committee and is usually adopted by the management.

It was apparent in the beginning that the employees realized more readily the need of some such movement, and for

this reason they were first appealed to. The organization of the safety movement, and the harmonious co-operation of employees and management to the end that the movement might prove a success, is indeed gratifying. Several railroads within the state appear well advanced in the movement. The members of the various organizations, believing, and rightly too, that the comprehension and aid of the public was necessary to the full and complete success of the idea, have appointed representatives to travel over their own line, also others, giving illustrated lectures to the railroad men, their families, and to the public generally, showing therein the results of careless and negligent employees while in service, the danger of stepping on and off of moving trains, crawling between and under cars, boys "hopping" moving trains and riding switch engines, loitering around depots and the many usual things that result in the unnecessary loss of life and injuries. Another instance to which the movement is carried was the issuance of a circular by the Division Safety Committee on one of the railroads to mayors, executives of commercial organizations and to superintendents of schools, pointing out the danger of trespassing and asking them to do what they could in stamping out the habit. Still another was the formation of a boys safety club at Thayer, Missouri, by the division superintendent at that point. A swimming pool was built and access to the gymnasium allowed, provided the boys refrained from loitering at the station, jumping on trains and switch engines and the other practices resulting in accidents.

That the safety movement is opposed to suffering and destruction makes it one of the greatest movements for the general good of humanity that the world has ever known, and its greatest beauty lies in the fact that every one can contribute to the general scheme in providing for the safety of all. The Commission encourages this movement in every way possible for the better protection of life, limb and property.

## REPORTS OF THE PUBLIC SERVICE COMMISSION.

Volume one of the Reports of the Public Service Commission has been issued. This, pursuant to the provisions of Section 19 of the Public Service Commission Law. Among the eighty-four cases therein reported are to be found discussions and determinations of questions of interest to public service

corporations and the public—questions dealing with public service regulation, affecting and prescribing the rights, duties, privileges and obligations of public service corporations on the one hand and the public on the other. A reading of the cases reported reveals the painstaking and careful manner in which the Commission has endeavored to reach a just solution of the many intricate problems presented. While reluctant to assert jurisdiction and exercise control where the same does not appear to have been clearly conveyed, the Commission, once convinced that jurisdiction exists, unhesitatingly exercises the powers given it by the Legislature—whether the public service corporation or the public, or both, be affected thereby.

Lest one be misled, it is not amiss to mention the fact that the cases appearing in the Reports of the Public Service Commission of this state are indicative of only a very small portion of the vast amount of work transacted by the Commission. Formal cases, wherein an order only is entered; informal complaints, i. e., complaints handled through correspondence; general orders; conference rulings and other actions by the Commission are not found in the aforementioned report. An opinion is prepared only in those formal cases—cases governed by the Rules of Practice and Procedure and Forms Governing Matters before the Commission—which are deemed of sufficient importance or involve the solution of such intricate questions as to call for a careful and full statement of facts and conclusions. These cases are to be found in the reports now under discussion. In other formal cases, wherein the facts present no contested question or are not so complicated as to demand such careful statement to make plain the conclusion reached but are of such a nature as to readily admit of being set forth in an order, an opinion is not written. These cases form by far the greater portion of formal cases—in fact, the ratio being greater than five to one—and the orders in connection therewith will appear in a supplemental volume. Furthermore, many hundred complaints are made informally, and are amicably settled through correspondence. From their very nature they do not demand action by the Commission as a commission. General Orders and Conference Rulings, both, take care of many questions presented to the Commission for action.

The same process is followed in the compilation of each individual case. After a case has been disposed of on original hearing, the same is held until the time for filing a motion for

rehearing has expired; or in the event a motion for rehearing is filed, the case does not appear in the report until a disposition of the motion for rehearing has been had. Thus, the original finding and the finding upon the motion for rehearing appear together in the report. An effort is made to have the cases appear in chronological order, and are to be so found unless in exceptional cases the following out of the scheme is not feasible. The title, the docket number, the date submitted and the date of decision are noted. Following this appear the head-notes or syllabi, with apt catch-words. The syllabi of each case are to present briefly, yet fully and plainly, every point or proposition at issue in the case and which has been passed upon by the Commission in the determination of the same, embodying in the syllabi the exact language of the Commission wherever feasible. Following the syllabi, the appearances for the parties are noted; and then, the report and order of the Commission. The Commissioner writing the report is designated, or in case the report is the work of the Commission sitting as a body, the same is designated by the words "BY THE COMMISSION."

Besides the index-digest found at the close of the volume, there appear three other *indices*: a cross-index of cases reported; an index of the cases cited, and a localities index. The "Localities Index" may stand a word of explanation. Each case, the nature of the case permitting, is to be found indexed in the localities index under the appropriate locality-word, referring to the locality or localities affected, followed by catch-words briefly designating the nature of the discussion and questions involved. The index-digest is a compilation of the syllabi found in connection with the cases reported, and, arranged according to catch-words and classification, is compiled for ready and full reference to the subject-matter contained in the report. Cross-references have been freely made—each syllabus in the report is placed under its appropriate title-head or heads, and then a cross-reference is to be found thereto under the proper title-head if any subject matter is discussed in the syllabus with less directness. Every possible avenue leading the searcher directly to the subject-matter sought is attempted to be opened. The citation at the close of each syllabus gives the title of the case and the page in the report from which the syllabus has been taken.

Whenever an appeal is taken in any proceeding had before the Commission which appears in the reports, a notation to

that effect is made in connection with the report of the case; and further action had by the courts thereon may be obtained by referring to the Missouri Supreme Court Reports or the Federal Court Reports.

The cases appearing in the bound volumes are first published in pamphlets or advance sheets, which are later, when of sufficient size, compiled in bound volumes. The bound volumes may be obtained upon payment of \$2.50 each, which amount includes receipt of pamphlets or advance sheets.

The cases thus reported may be conveniently cited by giving, first, the title of the complaint or application (found in black caps and at the top of the pages); and, second, following the same with——Mo. P. S. C.——.

### GENERAL ORDERS.

During the past year the Commission has adopted seven General Orders and two others are pending. General Order No. 4—"In the matter of discrimination by telephone corporations in the calling of telegraph corporations"—has been rescinded. Before the adoption of a proposed General Order, a copy of the same is served on all parties who may be affected thereby and notice of the date of holding a public hearing on the proposed order is given. At the hearing the proposed order is discussed by the parties interested and modifications and changes are suggested, which, after being duly considered by the Commission, are adopted or rejected, and the proposed order, as revised, is then adopted. After the adoption of a General Order a copy of it is served on those interested, and their actions in the future, so far as affected, are governed thereby. The titles of the General Orders indicate the subject-matter treated by each.

The following General Orders have been adopted by the Commission, unless otherwise indicated, during the past year:

#### GENERAL ORDER NO. 12.

In the matter of a uniform system of accounts for electrical corporations and municipalities.

#### GENERAL ORDER NO. 13.

In the matter of a uniform system of accounts for gas corporations and municipalities.

## GENERAL ORDER NO. 14.

In the matter of a uniform system of accounts for water corporations and municipalities.

## GENERAL ORDER NO. 15.

In the matter of a uniform system of accounts for heating companies and municipalities.

## GENERAL ORDER NO. 16.

In the matter of a uniform system of accounts for telephone and telegraph corporations. (Pending.)

## GENERAL ORDER NO. 17.

In the matter of special telephone report, Form No. 96.

## GENERAL ORDER NO. 18.

Regulations prescribing the form and governing the construction and filing of freight tariffs and classification and passenger fare schedules of railroad corporations, street railroad corporations and steamboat companies. (Amending General Order No. 2.)

## GENERAL ORDER NO. 19.

Regulations prescribing the form and governing the construction and filing of freight tariffs and classification and passenger fare schedules of railroad corporations, street railroad corporations and steamboat companies. (Cancelling General Order No. 18 and amending General Order No. 2.)

## GENERAL ORDER NO. 20.

In the matter of adopting rules regulating gas, electric and water service. (Pending.)

**LIBRARY.**

Books have been added to the library of the Public Service Commission from time to time as works of merit treating of questions connected with public service corporations have been published. The field covered by these books is wide and varied. Embraced within the subjects found therein are, among others, treatises on legal questions involved in the regulation of public



service corporations by public authorities and discussions of technical questions arising in connection with the management of public service corporations. Magazines dealing with technical questions relating to the management and efficient service by public service corporations are received by the Engineering, Rate, Accounting, Telephone, and Water, Gas and Electric Departments of the Commission, as are also magazines treating of legal questions and devoted to the publication of items concerning the regulation of public utilities by the courts and commissions of the various states. These magazines contain many articles of value, and, when of convenient size, are bound so as to be of ready reference in the future. A special effort has been made by the Commission to keep in close touch with the commissions of the other states whose work is analogous to that of this Commission, and arrangements have been made for the receipt of the annual reports and the reports of decisions and orders of these commissions as soon as the same are published. Thus the Commission and its employees have for their use and information the latest developments on questions pertaining to public service corporations—their regulation, management and service.

The library, like the departments of the Commission, is at the service of the public, and many parties having matters before the Commission, as well as others interested in subjects connected with public service corporations, have availed themselves of the opportunity to here investigate the questions in which they are interested.

### VALUATION WORK.

During the year ending the Commission has made a number of valuations of utility properties. The Ozark Power & Water Company, a new hydro-electric project on White River in this state, was valued by the Commission on complaint of a number of the mayors of cities of Southwest Missouri who desired to know the fair present value of said properties in order that the rates to the various cities might be checked to ascertain whether the power was sold at reasonable rates. As stated elsewhere, the Commission has made a complete audit and valuation of the Bell telephone exchange in the city of St. Louis, which consumed many months of work of the Commission's engineers and accountants. This valuation was made in connection with the proposed increase of telephone rates in the

city of St. Louis, as explained elsewhere in this report. The Commission has completed a valuation of the Missouri Southern Railroad; Kansas City, Clay County & St. Joseph Interurban Railroad; Cassville & Western Railroad. It now has its Engineering Department working on a valuation of the Mississippi River & Bonne Terre Railroad, and immediately following that valuation the valuation of the Cape Girardeau & Northern Railroad and Missouri & North Arkansas Railroad will be taken up by the Commission. It is estimated that to make a complete valuation of all of the railroads of the state of Missouri and their large terminal properties located at St. Louis, Kansas City, St. Joseph and Springfield would require a large corps of engineers and accountants for at least five years, with an approximate cost of a million dollars. As explained in its First Annual Report, a member of this Commission has been selected as chairman of a group of state commissions in the Fourth U. S. Valuation District and in co-operating in the valuation of the railroads with the Interstate Commerce Commission. This work of co-operation has continued and at this time engineers of the Interstate Commerce Commission and engineers of this Commission are at work on the Mississippi River & Bonne Terre Railroad. This Commission is advised by engineers of the Interstate Commerce Commission that the Chicago, Rock Island & Pacific Railway will be the first large railroad in this state which it will make a valuation of. The Commission feels that if the Legislature will furnish it an increased appropriation to enable the Commission to employ additional engineers and accountants and co-operate in this work, this Commission can make by this plan of co-operation a complete valuation of all of the railroads of this state within the next five years and by so doing save to the state more than half a million dollars by co-operating with the Interstate Commerce Commission and not have the work duplicated by either Commission. The member of this Commission who is co-operating with the federal valuation is in constant touch with the Interstate Commerce Commission and its employees in this work, and the fullest and freest of co-operation has been extended from that Commission to this one. Missouri, among all of the surrounding states, has perhaps more large valuable terminal properties than any other state with the possible exception of Illinois, and the work of this state will be heavy and will require the very best skill not only of engineers and account-

ants but of real estate experts as to the values of these several terminal properties located in the larger cities. This Commission feels that the valuation of the railroads of Missouri is of the greatest importance not only to the rate-paying public but to the carriers themselves. All values of public utilities when made by the Commission will be of great use to the State Board of Equalization and the various county assessors in ascertaining the valuation of such utilities on a fair and equitable basis with other properties for taxation purposes.

### DEMEANOR OF PUBLIC UTILITY EMPLOYEES.

But few complaints have been made to the Commission during the year just ending as to any unfair treatment of the public by agents of the various public utilities operating in this state. Railroad agents, conductors and auditors, street car conductors, superintendents and managers of gas, electric, heating, water, telephone and telegraph companies are fast learning that they are not only the local representatives of such public utilities but the agents of the public as well. In former years such agents seemed to grow into the belief that they must not only defend the company they represented against all attacks from the public but also by a sort of blind allegiance champion the cause of such company, right or wrong. Many agents forgot that their true duties and functions were to impartially administer their offices without forgetting that they represented the company and that the whole of the amicable relations between the public and such company was in their hands. The Commission has endeavored in every way possible to improve the conditions among the employees of such public utilities by letting it be known that adequate service as considered by the Commission does always contemplate reasonably courteous treatment to the public by such agents. It is well known that such employees can make for the company they represent one of its most valuable assets by fair and courteous treatment—the good will of the public. In some hearings held by the Commission, citizens of the local community have been more than anxious to testify in behalf of the courteous and accommodating disposition and kind treatment of the local agent of the railroad company or the superintendent or manager of such other local utility towards the public. The Commission hopes to see conditions even improve along fair and just lines this coming year greater than in the past.

## CO-OPERATION.

As explained in its First Annual Report, the Commission adopted the policy of co-operating with the mayors and county officials of the various cities and counties of the state in all local matters pertaining to grade separation and other phases of public service regulation in any way local to the community. The Commission has universally followed the rule that where a public utility filed with the Commission a proposed increased rate that notice would be sent to the mayor and city clerk of the city where such utility is located advising them of such proposed change. In a number of instances, on request, experts from the Commission have visited mayors and city councils and rendered services in connection with both privately and municipally owned utilities in bringing about adjustments of complaints and better rules and regulations with reference to the service of same. We have found that in this way splendid results have been obtained both to the utilities and the public. In the cities of St. Louis and St. Joseph the mayors have taken the lead by filing complaints for the separation of grade crossings. In counties, the county courts quite frequently file complaints for grade separations. The Commission has received much assistance from the State Highway Commissioner with reference to the elimination of grade crossings throughout the state. Much valuable assistance and information has been furnished to the Commission by the State Board of Health and its expert bacteriologist in testing and investigating the purities of the drinking waters of the state. The State University has established a School of Commerce in the University for the special training of experts along the Commission's line of work. Washington University has also established a course in economics and political science, and is giving special training along public service regulation lines.

The open, frank attitude of the various railroad corporations and public utilities under the jurisdiction of the Commission has continued during the year 1914 in the same spirit of fairness that the Commission has endeavored to deal with them during said year. While a number of orders of the Commission are being reviewed, these are usually in cases where the questions are close and in many instances for the purpose of securing a construction of the statute under which the order is entered. The Commission feels that the attitude of fair

and just co-operation between the public on one side and the public utilities on the other has brought about better conditions throughout the state. In this connection it is not to be overlooked that during the existence of the state for almost a hundred years public service regulation as to various utilities had been unheard of until the passage of the Public Service Commission Law under which this Commission was created.

The Commission finds that when utilities or municipalities contemplate the building of new plants the Commission is able to furnish them much information now with reference to reasonable and just rates. The offices of the Commission are always open to the public, and where the Commission can render a service by furnishing information, either direct or on a comparative basis, through any of its expert employees it most willingly does so.

### FEES COLLECTED.

During the twenty and one-half months ending with December 31, 1914, the Commission has collected fees aggregating \$95,659.15, which has been paid into the State Treasury. In addition to these fees, the Commission had its Counsel prepare motions in the rate cases and collected the aggregate sum of \$28,421.93, as explained elsewhere in this report, and which has also been paid into the State Treasury.

### RECOMMENDATIONS.

The Commission begs leave to suggest the following recommendations with reference to the Public Service Commission Law and the railroad statutes of this state, as follows:

1. The Commission has prepared and will present to the Legislature a number of amendments to the Public Service Commission Law which go to clarify and make more definite certain provisions thereof.

2. The Commission is recommending that said Public Service Commission Law be amended by adding thereto what is known as the "indeterminate permit law," similar to the one now in force in the state of Wisconsin, relating to gas corporations, electrical corporations, water corporations and heating companies.

3. The Commission, as pointed out in its First Annual Report, has found it necessary to prepare and recommend a

complete revision of the railroad laws of this state. Such an act has been prepared and will be presented to the Legislature.

4. The Commission further recommends the submission of a constitutional amendment providing that all appeals from orders and decisions of the Public Service Commission shall go direct to the Supreme Court, and providing the procedure of such appeals in such court. Such a constitutional amendment has been prepared and will be submitted to the Legislature for its consideration.

### IN CONCLUSION.

The Commission desires to express in this report its sincere regrets in the loss of the valuable services of Hon. Wm. F. Woerner, who resigned as a member of this Commission in the early part of November to resume the practice of law in the city of St. Louis.

All of which is respectfully submitted.

JOHN M. ATKINSON

EDWIN J. BEAN

JOHN KENNISH

HOWARD B. SHAW

FRANK A. WIGHTMAN

Commissioners.

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## **APPENDIX A.**

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### **Formal Complaints Against Common Carriers.**

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## APPENDIX A.

	Name.	Subject.	Disposal.
Jan. 1.....	Blackmer-Post Pipe Co., et. al., v. Missouri Pacific Ry. Co., et. al.	Change of classification and marking of L. C. L. shipments of sewer pipe, etc.	Modification of Rule 7 ordered, effective April 20, 1914.
Jan. 10.....	The Retail Coal & Feed Dealers Ass'n. of St. Joseph, Mo. v. The A. T. & S. F. Ry. Co., et. al.	Coal rates, Richmond to St. Joseph.	Defendant required to absorb switching from connecting lines on coal originating at Richmond, destined to St. Joseph for regular industrial track, open team track or connecting line, with minimum freight charge of \$10.00 per car.
Jan. 13.....	Frank L. Talbot, et. al., v. Mo. Pac. Ry. Co., et. al.	Midnight passenger train service between St. Louis and Kansas City.	Dismissed at request of complainant.
Jan. 20.....	The Commercial Club of Union, Mo., v. C. R. I. & P. Ry. Co.	Passenger train service between St. Louis and Belle.	Dismissed without prejudice.
Jan. 23.....	Wm. J. Fette, et. al., v. C. & A. R. R. Co.	Crossing of tracks with public road near Alma, Mo.	Dismissed.
Jan. 31.....	William Murphy v. Missouri Pacific and Frisco RRs.	50th Street Crossing, Kansas City.	Pending.
Jan. 31.....	Chas. A. Pfeiffer, Mayor of St. Joseph, et. al., v. C. R. I. & P. Ry. Co., et. al.	Elimination of grade crossings in St. Joseph.	Consolidated with Case No. 302.
Feb. 3.....	Henry W. Kiel, Mayor of St. Louis, v. Mo. Pac. Ry. St. L. I. M. & S. Ry. and City of St. Louis.	Elimination of grade crossings at Ivory Ave. and Tesson St., St. Louis.	Consolidated with Case No. 223.
Feb. 7.....	Stephen Yancy, Jr., et. al., v. C. & A. R. R. Co.	Train service at Armstrong, Mo.	Dismissed without prejudice.
Feb. 21.....	Fred Gehle v. Wabash R. R. Co., et. al.	Construction of bridge over Fee Fee Road, St. Louis County.	Complaint satisfied and case closed.
Feb. 24.....	Allen Curry, et. al., v. Frisco R. R. Co. and C. G. N. Ry.	Depot at Perryville Junction.	Depot building furnished and case dismissed.



Date, 1914.	Name.	Subject.	Disposal.
Feb. 24.....	William McKee v. K. C. C. C. & St. J. Ry. Co.	To establish depots where public road crosses tracks on Excelsior Springs Branch.	Defendant required to establish station and stop cars at intersection of public road and defendant's tracks in west $\frac{1}{4}$ sec. 15, twp. 52, R. 30.
Feb. 25.....	Public Service Commission v. Q. O. & K. C. R. R. Co.	Grade crossing of Q. O. & K. C. R. R. over public road at county line between Daviess and Harrison Counties, near Coffey.	Complaint satisfied and case closed.
Mar. 9.....	Chas. A. Pfeiffer, Mayor of St. Joseph. v. C. G. W. R. R., C. B. & Q. R. R. and City of St. Joseph.	Elimination of grade crossing at Patee and Mitchell Aves., St. Joseph.	Pending.
Mar. 9.....	Chas. A. Pfeiffer, Mayor of St. Joseph. v. C. B. & Q. R. R. Co., et. al.	Elimination of grade crossing at Monterey St., St. Joseph.	Pending.
Mar. 9.....	Chas. A. Pfeiffer, Mayor of St. Joseph. v. C. R. I. & P. Ry. Co., et. al.	Elimination of grade crossing at Eleventh St., St. Joseph.	Pending.
Mar. 9.....	Chas. A. Pfeiffer, Mayor of St. Joseph. v. C. R. I. & P. Ry. Co., et. al.	Elimination of grade crossing at Olive St. on Sixth St., St. Joseph.	Pending.
Mar. 9.....	Chas. A. Pfeiffer, Mayor of St. Joseph. v. Missouri Pacific Ry. Co., et. al.	Elimination of grade crossings on Sixth St., between Union Depot and Monterey St., St. Joseph.	Pending.
Mar. 9.....	Chas. A. Pfeiffer, Mayor of St. Joseph. v. St. Joseph Ry. L. H. & P. Co., et. al.	Elimination of grade crossings on Sixth St., between Lafayette and Seneca Sts., St. Joseph.	Pending.
Mar. 12.....	Everhart-Hudnall Grocer Co., et. al. v. C. & A. R. R. Co.	Unsatisfactory refrigerator car service, etc., at Fulton.	Complaint satisfied and case dismissed.
Mar. 12.....	M. J. Hays, et. al., v. C. B. & Q. R. R. Co.	To change site and build new station at Lancaster.	Dismissed without prejudice.
Mar. 14.....	City of Macon v. C. B. & Q. R. R. Co.	To compel defendant to repair bridges over tracks in Macon, and keep same in repair.	Dismissed—Appealed to Cole County Circuit Court, where it is pending.
Mar. 23.....	County of Jackson v. C. & A. R. R. Co. et al.	Elimination of grade crossing at Blue Avenue.	Ordered that crossing at Blue Avenue be separated by raising grade of said Avenue and carrying same over said railway upon concrete viaduct, etc.

Date, 1914.	Name.	Subject.	Disposal.
Mar. 26.....	Wm. McKee et al. v. K. O. C. C. & St. J. Ry. Co. et al.	Construction of highway across said rail- way grade, near Excelsior Springs.	Granted and order issued accordingly.
Mar. 30.....	Christopher & Simpson Architectural Iron & Foundry Co. v. Mo. Pacific Ry. Co.	Unreasonable rate on structural steel, St. Louis to Jefferson City, etc.	Complaint satisfied by Authority No. 135 and case dismissed.
Apr. 2.....	Frank B. Sheetz v. K. O. C. C. & St. J. Ry. Co.	Application for crossing near Sunny Slope Station.	Settled by agreement and case closed.
Apr. 8.....	W. S. Vandeventer et al. v. C. G. W. R. Ry. Co. et al.	New depot at Conception Junction.	Depot provided and case closed.
Apr. 9.....	West End Business Men's Ass'n. v. United Railways Co. et al.	Re-routing of cars, unsatisfactory equipment, etc.	Pending.
Apr. 16.....	Tower Grove Heights Improvement Ass'n. v. United Railways Co.	Unsatisfactory service, etc.	Pending.
Apr. 21.....	Village of Leeton v. C. R. I. & P. and M. K. & T. Rys.	Unsatisfactory crossing conditions.	Adjusted, and case dismissed without preju- dice.
Apr. 24.....	John H. Holschen, doing business as Banner Coal Co. v. Wabash R. R. Co.	Use of spur track at Euclid Ave., St. Louis.	Dismissed without prejudice.
Apr. 27.....	Public Service Commission v. W. H. Hoemer.	Suspending Item 890-A of Sup. 2 to P. S. C. Mo. No. 16 for 120 days from April 29, 1914—rates on baskets, C. L.	Order vacating suspension issued June 24, 1914.
Apr. 28.....	John L. Zeldner v. A. T. & S. F. Ry. et al.	Classification of concrete pipe.	Complaint satisfied and case dismissed.
Apr. 28.....	St. Joseph Reinforced Concrete Co. v. A. T. & S. F. Ry. Co. et al.	Classification of concrete pipe.	Complaint satisfied and case dismissed.
Apr. 29.....	Paris Commercial Club. v. M. K. & T. Ry. Co.	Train service at Paris.	Settled by agreement and complaint dis- missed.

Date, 1914.	Name.	Subject.	Disposal.
May 1.....	S. A. Young, Mayor of Plattsburg, v. A. T. & S. F. Ry. Co.	Protection of Main St. crossing with automatic alarm bell.	Alarm bell provided and case closed.
May 7.....	Geraldine C. Winn v. K. C. C. & St. J. Ry.	For permission to move station at Wintonka, to reduce fare.	Removal of station ordered as prayed.
May 8.....	Civic Improvement Association of Harrisonville v. Missouri Pacific Ry. Co. et al.	Union Depot at Harrisonville.	Pending.
May 8.....	Edward Wigglesworth et al. v. K. C. S. Ry. Co. et al.	Spur track to feeding yard.	Construction and operation of spur ordered.
May 11.....	Noah W. Simpson et al. v. Q. O. & K. O. R. R. Co.	Station at LaBelle.	Adjusted and case dismissed.
May 19.....	J. M. Dameron et al. v. St. L. & S. F. R. R. Co.	Train service at Senath.	Pending.
May 25.....	The Jobbers & Manufacturers Ass'n of Springfield v. St. L. & S. F. R. R. Co.	New depot at Springfield.	Pending.
May 30.....	Monarch Vinegar Works v. A. T. & S. F. Ry. Co. et al.	Rate on windfall and cull apples to Kansas City.	Reduction of rates ordered and tariffs filed.
June 11.....	Gallatin Commercial Club v. C. R. I. & P. Ry. Co.	Passenger train service at Gallatin.	Complaint dismissed on stipulation filed.
June 29.....	Public Service Commission v. A. T. & S. F. Ry. Co. et al.	Continuous mileage.	Pending.
July 2.....	Brotherhood of Locomotive Firemen & Enginemen v. St. L. & S. F. R. R. Co. et al.	Equipment of switch engines with additional lights.	Pending.
July 11.....	Roscoe L. Terry v. C. B. & Q. R. R. Co.	Passenger train service at Kidder.	Train No. 43 ordered to stop on flag to receive and discharge passengers.

Date, 1914.	Name.	Subject.	Disposal.
July 15.....	Wellington & Napoleon Special Road District, v. Missouri Pacific Ry. Co.	Change of grade crossing in Lafayette County, near Alma.	Defendant changed grade as agreed upon and case closed.
July 16.....	D. J. Buckley, Taylor & Black, Interveners, v. C. B. & Q. R. R. Co.	Overhead crossing at St. Catharines.	Pending.
July 22.....	C. E. Still, Mayor of Kirksville, et al. v. Wabash R. R. Co.	Crossing protection in Kirksville.	Dismissed at request of complainants.
July 22.....	C. E. Still, Mayor of Kirksville, et al. v. Q. O. & K. O. R. R. Co.	Crossing protection at Kirksville.	Pending.
July 22.....	C. E. Still, Mayor of Kirksville, et al. v. Wabash R. R. Co. et al.	Elimination of grade crossings in Kirksville.	Dismissed at request of complainant.
July 22.....	Farmers & Merchants Telephone Co. v. O. B. & Q. R. R. Co. et al.	Telephone in depot at Monroe City.	Adjusted and case dismissed.
July 25.....	P. E. Genoway v. St. L. I. M. & S. Ry.	Train service on Belmont Branch.	Dismissed on request of complainant.
Aug. 6.....	City of Joplin v. S. W. Missouri R. R. Co.	Transfers to Villa Heights	Pending.
Aug. 12.....	E. L. Cordes v. C. B. & Q. R. R. Co.	Depot conditions at West Alton.	Improvements made as agreed on, and case dismissed.
Aug. 18.....	City of Hannibal v. Hannibal Ry. & Electric Co.	Unsatisfactory street car service, etc.	Pending.
Aug. 20.....	Frank Abbey et al. v. K. O. C. O. & St. J. Ry. Co.	For new station near Parkville.	Dismissed without prejudice.
Aug. 25.....	The City of Chillicothe v. O. M. & St. P. Ry. Co. et al.	Construction of new steel bridges over tracks in Chillicothe.	Pending.
Aug. 27.....	Public Service Commission v. O. B. & Q. R. R. Co.	Protection of crossings in Linn County.	Pending.

Date, 1914.	Name.	Subject.	Disposal.
Sept. 15. ....	City of Moberly v. M. K. & T. and Wabash RRs	For improvement of subway on Rollins St.	Pending.
Sept. 17. ....	Jas. F. Rothwell v. O. R. I. & P. Ry.	Spur track at Vigus station.	Pending.
Sept. 17. ....	Paul M. Culver v. Q. O. & K. C. R. R. Co.	Failure to operate certain trackage in Clinton County.	Pending.
Sept. 18. ....	Pioneer Cooperaage Co. v. Mo. Pac. Ry. Co. et al.	Failure to apply lumber rates to staves, headings, etc.	Pending.
Sept. 24. ....	R. H. Kramer et al. v. St. Joseph Ry. L. H. & P. Co.	For extension of street railway service in St. Joseph.	Adjusted by agreement.
Oct. 9. ....	J. P. Evers v. St. L. & S. F. R. R. Co.	Separation of grade at Frisco tracks and Berry Road crossing.	Pending.
Oct. 12. ....	O. W. Carter v. Mo. Pac. Ry. Co.	For better shipping facilities at Fortuna, removal of agent, etc.	Pending.
Oct. 10. ....	Merchants Exchange, St. Louis. v. C. M. & St. P. Ry. et al.	Joint rates on grain and grain products.	Pending.
Nov. 4. ....	The Clay County Telephone Co. v. C. M. & St. P. Ry. Co.	Telephone in station at Liberty, Mo.	Pending.
Nov. 17. ....	S. A. Clark v. C. & A. R. R. Co.	Train service on South Branch between Cedar City and Mexico.	Pending.
Nov. 18. ....	Jno. B. Woods et al. v. Q. O. & K. C. R. R.	For better train service between Plattsburg and Kansas City.	Pending.
Nov. 28. ....	C. H. Casebolt v. Silgo & Eastern R. R. Co. et al.	Unsatisfactory train service, etc.	Pending.
Dec. 10. ....	W. D. Byrd et al. v. St. L. & S. F. R. R. Co. et al.	Train service at Caruthersville.	Pending.

Date, 1914.	Name.	Subject.	Disposal.
Dec. 12 . . . . .	Johnson County v. Mo. Pac. Ry.	Grade crossing.	Pending.
Dec. 15 . . . . .	Tim Cooley et al. v. Beyler & Sou. R. R. Co.	Train service.	Pending.
Dec. 15 . . . . .	Polar Wave I. & F. Co. v. Terminal R. R. Ass'n et al.	Discrimination and overcharges.	Pending.
Dec. 21 . . . . .	County of Jackson v. Mo. Pac. Ry.	Abolition of grade crossing at Blue Ave., Kansas City.	Pending.

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## **APPENDIX B.**

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### **Formal Complaints Against All Other Public Utilities.**

## APPENDIX B.

Date, 1914.	Name.	Subject.	Disposal.
Jan. 13. ....	James H. Forbes Tea & Coffee Co. et al. v. Laclede Gas Light Co.	Rate on gas for coffee ovens, etc.	Complaint satisfied and case dismissed.
Jan. 19. ....	The City of Columbia v. Columbia Gas Works.	For change of rates on gas.	Pending.
Jan. 21. ....	W. V. K. Spencer, Mayor, et al. v. Missouri Public Utilities Co.	To require defendant at Webb City to (1) make improvements; (2) prevent change in rates; (3) change present system of collections; (4) extend water mains; (5) adopt reasonable rules and treat all consumers alike.	Defendant required to observe certain ordinances providing for extension of mains, etc.. September 3, 1914—Appealed to Jasper Circuit Court, where it is pending.
Jan. 23. ....	Residents of Pine Lawn et al. v. West St. Louis W. & L. Co.	Readjustment of water rates in St. Louis County, etc.	Pending.
Jan. 29. ....	Enterprise Telephone Co. v. Boonville Telephone Co. et al.	For restoration of telephone service between Boonville Exchange, Pilot Grove and other points.	Complaint satisfied and case dismissed.
Jan. 29. ....	Enterprise Telephone Co. v. Southwestern T. & T. Co.	For direct physical connection between exchanges of complainant and defendant at Boonville.	Dismissed without prejudice.
Jan. 30. ....	Missouri Valley Realty Co. v. Cupples Station L. H. & P. Co. et al. Union Electric L. & P. Co., Intervener.	To restrain defendants from interfering with surface of Washington Ave., between 4th and 8th Sts., in St. Louis, etc.	Case dismissed. Review in Circuit Court, St. Louis; now pending.
Feb. 9. ....	Hume Telephone Co. v. E. L. Liggett.	Removal of telephone line at Hume.	Defendant required to cease operating telephone exchange pending application for and issuance of certificate of necessity and convenience.
Feb. 9. ....	T. S. Wilson v. Hume Telephone Co.	For restoration of telephone service to complainant at Hume.	Satisfied and complaint dismissed.
Feb. 18. ....	W. B. Martin, Mayor of Nevada, et al. v. Fort Scott & Nevada L. H. W. & P. Co.	Rates on water and electricity.	Complaint satisfied and case dismissed.
Feb. 19. ....	C. W. Thomas, Mayor of Jefferson City, v. Jefferson City L. H. & P. Co.	Adjustment of rates.	Pending.



Date, 1914.	Name.	Subject.	Disposal.
Feb. 26.....	John W. Holtman et al. v. St. Joseph Gas Co.	For adjustment of gas rates in St. Joseph.	Pending.
Mar. 11.....	Edina Commercial Club v. Edina Telephone Co.	Change in telephone rates at Edina.	Dismissed.
Mar. 20.....	F. L. Ludemann, Mayor of Sedalia, Postal Telegraph-Cable Co.	Changes in guy wires, etc.	Pending.
Mar. 20.....	F. L. Ludemann, Mayor of Sedalia, Missouri v. Kansas Telephone Co.	Changes in guy wires, etc.	Pending.
Mar. 20.....	F. L. Ludemann, Mayor of Sedalia, Sedalia Home Telephone Co.	Changes in guy wires, etc.	Pending.
Mar. 20.....	F. L. Ludemann, Mayor of Sedalia, Western Union Telegraph Co.	Changes in guy wires, etc.	Pending.
Mar. 20.....	F. L. Ludemann, Mayor of Sedalia, City Light & Traction Co.	Changes in guy wires, etc.	Pending.
Mar. 26.....	The Sheldon Mutual Telephone Co. v. Farmers Mutual Telephone Ass'n et al.	To restrain defendant from constructing telephone line into Sheldon, Mo.	Dismissed.
Mar. 28.....	T. L. Plummer, v. Jesse D. Mallatt.	To restrain defendant from operating telephone exchange at Norwood.	Dismissed.
Apr. 6.....	Public Service Commission, v. Capital City Water Co.	Construction of filtration plant.	Pending.
Apr. 13.....	T. L. Maudlin et al., v. West St. Louis W. & L. Co.	Water rates and service in St. Louis county.	Pending.
Apr. 13.....	City of Maplewood v. West St. Louis W. & L. Co.	Water rates and service in St. Louis, Mo.	Pending.
Apr. 13.....	August Grosshelm et al., v. West St. Louis W. & L. Co.	Water rates and service in St. Louis County.	Pending.

Date, 1914.	Name.	Subject.	Disposal.
Apr. 17.....	City of Ferguson v. West St. Louis W. & L. Co.	Water rates and service in St. Louis County.	Pending.
Apr. 17.....	Chas. T. Stroback, v. City of Rolla.	Water rates and service.	Complaint satisfied and case dismissed.
Apr. 25.....	The City of Willow Springs, v. B. F. Boswell & Sons.	Refusal to extend water mains and service in Willow Springs.	City buys water plant and complaint dismissed.
Apr. 27.....	The City of Caruthersville, v. Southwestern T. & T. Co.	Payment of rent under franchise.	Pending.
Apr. 28.....	Berger Commercial Telephone Co., v. John R. Holland.	To restrain defendant from constructing and operating telephone lines in Linn.	Case dismissed.
May 8.....	O. L. Fulbright, Manager Norwood & Ava Tel. Co., v. Norwood Mutual Telephone Co. et al.	To restrain defendant from constructing and operating telephone exchange at Norwood.	Defendant required to cease discrimination in furnishing telephone service, and when proof is made that it has so ceased said defendant may continue telephone service as now rendered.
May 14.....	Versalles Telephone Co., v. Farmers Telephone Co.	To require defendant to accept telephone line.	Complaint satisfied and case dismissed.
May 19.....	J. M. Dameron et al., v. Southwestern T. & T. Co.	To require defendant to install new switch-board at Senath.	Complaint satisfied and case dismissed.
May 25.....	The City of Joplin, v. Joplin Water Works Co.	For revision of water rates, etc., in Joplin.	Pending.
June 15.....	Larry Brunk, Mayor, v. Lawrence County W. L. & C. S. Co.	For better water service at Aurora, etc.	Complaint satisfied and case dismissed.
June 17.....	Chas. B. Butler, v. Doniphan Telephone Co.	Telephone rates and service at Doniphan.	Defendant ordered to cease discriminating.
June 19.....	R. E. Wendleton v. Farmers Telephone Co.	To compel defendant to furnish telephone service at Fortuna.	Complaint satisfied and case dismissed.

Date, 1914.	Name.	Subject.	Disposal.
June 30.....	Elihu Scott Berry, v. Charthursville Ice & Light Co.	To compel defendant to furnish electric service to complainant.	Order entered as prayed.
July 10.....	E. A. Doolin, Mayor of Nevada, et al. v. Fort Scott & Nevada L., H. W. & P. Co.	Water and light rates and service at Nevada.	Complaint dismissed.
July 21.....	A. M. Woodson v. Jefferson City L. H. & P. Co.	Refusal to extend mains and furnish gas service.	Pending.
Aug. 14.....	Doriphan Telephone Co., v. Neelyville Telephone Co.	Installation of telephone plant without authority of law.	Dismissed.
Aug. 27.....	Camille E. DeWever v. West St. Louis W. & L. Co.	Excessive charge for water.	Defendant ordered to accept payment of bill under reading of meter by Commission's engineer, and to desist from further overcharge.
Sept. 5.....	The Joplin Water Works Co. v. Picher Lead Co.	Demand for further water connections under contract at slag eye plant No. 3.	Pending.
Sept. 10.....	Horton Hotel et al., v. Willow Springs L. P. & M. Co.	Excessive water rates at Willow Springs.	City buys water plant and rates adjusted.
Sept. 17.....	City of Edgerton v. McComas Water Works System.	Requiring defendant to comply with franchise by paying city 5% of gross earnings.	Complaint dismissed.
Oct. 13.....	Willis N. Grant v. Kansas City Electric Light Co.	Excessive charge for residence lighting.	Complaint satisfied and case dismissed.
Oct. 15.....	Geo. W. V. Dixon, et al., v. Pike County E. L. & P. Co.	Rates and service at Bowling Green.	Complaint adjusted.
Nov. 21.....	Anna M. Mason v. Kansas City Heating Co.	Refusal to furnish service to complainant.	Pending.
Dec. 7.....	Joel Springer v. Citizens Telephone Co. of Tipton.	Discrimination in service.	Pending.

Date, 1914.	Name.	Subject.	Disposal.
Dec. 17. ....	John A Knott et al. v. Southwestern T. & T. Co.	To prevent discontinuance of service.	Pending.

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## **APPENDIX C.**

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**Applications for Certificates of Public Necessity and  
Convenience.**

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## APPENDIX C.

Date, 1914.	Name.	Subject.	Disposal.
Jan. 3.....	Application of Moberly, Huntsville & Randolph Springs R. R. to exercise certain franchise and privileges in Randolph County, Mo., and in the cities of Moberly and Huntsville, in said county and state.	For permission to exercise certain privileges under franchise in Randolph County.	Granted Apr. 6, 1914.
Feb. 6.....	Application of E. E. Noe for order approving franchise and for certificate of public convenience and necessity to construct, maintain and operate telephone lines in Richland, Mo.	For permission to construct and operate electric light plant at Richland and for certificate of public convenience and necessity.	Granted Mar. 4, 1914.
Feb. 14.....	*Application of Citizens Telephone Co. of Tipton, Mo., for order authorizing construction, maintenance and operation of telephone exchange in Tipton and vicinity.	For permission to construct, maintain and operate new telephone exchange and lines in Tipton and vicinity.	Granted May 18, 1914.
Feb. 28.....	Application Richland Light & Power Co. to erect and operate an electric light plant in Richland.	For permission to construct, maintain and operate an electric light plant in Richland, Mo.	Granted Mar. 9, 1914.
Mar. 19.....	Application of Edw. J. Perrey for certificate of public convenience and necessity to construct and operate an electric light plant in Chamole, Mo.	For permission to construct, maintain, and operate an electric light plant in Chamole, Mo.	Granted Mar. 30, 1914.
Apr. 6.....	Application of Jesse Mallatt for order of P. S. C. authorizing the installation of telephone plant and system in and about the village of Norwood, Mo.	For permission to construct, maintain and operate a telephone plant in Norwood and vicinity.	Case dismissed.
Apr. 16.....	Application of North Missouri L. & P. Co. for permission and approval to exercise rights and privileges granted in franchises by cities of Center and Perry in Ralls County, and Frankford in Pike County.	For permission to exercise privileges and franchises granted by cities of Perry, Center and Frankford.	Granted Apr. 28, 1914.
Apr. 20.....	Application of North Missouri L. & P. Co. for permission and approval to exercise rights and privileges granted by the city of New London, Mo.	For permission to exercise privileges and franchises granted by city of New London.	Granted Apr. 23, 1914.

Date, 1914.	Name.	Subject.	Disposal.
Apr. 23.....	Application of Galt, L. & P. Co. for permission and approval of P. S. C. to construct an electric plant in the city of Galt, Grundy Co., Mo.	For permission to exercise privileges and franchises granted by city of Galt.	Granted Apr. 29, 1914.
May 7.....	Application of Kansas City Connecting Ry. Co. to construct, maintain and operate terminal transportation facilities.	To construct, maintain and operate terminal transportation facilities at Kansas City Stockyards, Kansas City, Mo.	Pending.
May 23.....	Application of Liberty Telephone Co. for order approving plan of reorganization, for certificate of public necessity and for issue of stock.	For order approving reorganization plan, for certificate of public necessity and for issue of stock.	Case dismissed June 29, 1914.
June 6.....	Application of Cordella Lusby for order authorizing the construction, maintenance and operation of telephone plant and system in Wentzville and vicinity.	For order permitting construction, maintenance and operation of telephone plant and system in and about Wentzville, Mo.	Granted June 22, 1914.
June 11.....	Application of Farmers Telephone Co. of Harrison County for certificate of convenience and necessity.	For certificate of public convenience and necessity to operate telephone plant at Brinson, etc.	Dismissed Dec. 5, 1914.
July 1.....	Application of F. W. Bauch for certificate of public convenience and necessity and to exercise privileges granted by franchise for erection and operation of electric light plant at Cabool.	For certificate of public convenience and necessity for erection and operation of electric light plant at Cabool.	Granted July 6, 1914.
July 1.....	Application of C. A. Martin and True D. Parr for permission to exercise franchise rights granted by city of Hamilton to construct and operate an electric light plant.	For certificate of public convenience and necessity to erect and operate electric light plant at Hamilton.	Granted July 21, 1914.
July 14.....	Application of Rolla, Ozark & Southern Ry. Co. for certificate of convenience and necessity for construction and operation of railroad, and to construct grade crossing signs on public highway.	For certificate of public convenience and necessity for construction and operation of railroad.	Granted Dec. 28, 1914.
July 20.....	Application of St. Charles Electric Light and Power Co. for order permitting the exercise of franchise rights granted by the city of St. Charles to erect and operate an electric light and power system in said city.	For certificate of public convenience and necessity to erect and operate an electric light and power system in St. Charles.	Granted July 20, 1914.

Date, 1914.	Name.	Subject.	Disposal.
July 21.....	Application of M. R. Kennedy to install an electric light and power plant.	For certificate of public convenience and necessity to install an electric light and power plant in Auxvasse.	Granted August 10, 1914.
July 27.....	Application of Kansas City Home Telephone Co. for permission to construct and operate telephone lines and exchanges in certain parts of Clay County and in North Kansas City—Liberty Telephone Co., Intervener.	For certificate of public convenience and necessity to construct and operate telephone lines and exchanges in certain parts of Clay County and in North Kansas City.	Pending.
Aug. 10.....	Application of I. F. Plank for permission to construct an electric light plant at Bismarck, and for certificate of public convenience and necessity to exercise franchise granted by the city of Bismarck.	For certificate of public convenience and necessity to erect and operate an electric light plant in Bismarck.	Granted Sept. 8, 1914.
Aug. 13.....	Application of O. D. Dall to construct an electric light plant at Laredo, Mo., and to exercise rights under franchise granted.	For certificate of public convenience and necessity to construct and operate an electric light plant at Laredo.	Granted Aug. 27, 1914.
Aug. 18.....	Application of Zahring Electric Light & Power Co. for permission to construct an electric light plant at Pilot Grove.	For certificate of public convenience and necessity to construct and operate an electric light plant at Pilot Grove.	Granted Sept. 8, 1914.
Sept. 22.....	Application of McComas Hydro-Electric Co. for certificate of public convenience and necessity.	For certificate of public convenience and necessity to construct and operate a hydro-electric power plant at Edgerton, Mo., etc.	Granted Sept. 24, 1914.
Oct. 8.....	Application of G. E. and J. R. Abernathy to construct and operate an electric light plant at Dixon.	For certificate of public convenience and necessity to construct and operate an electric light plant at Dixon.	Granted Oct. 8, 1914.
Nov. 19.....	Application of Jasper City Electric Co. for certificate to construct and operate electric light and power plant at Jasper City.	For certificate of public convenience and necessity to construct and operate electric light and power plant in Jasper City.	Granted Dec. 22, 1914.
Dec. 7.....	Application of Simmons Electric Co. for certificate of convenience and necessity to operate at Prairie Home, Mo.	For certificate of public convenience and necessity to operate electric plant at Prairie Home, Mo.	Granted Dec. 7, 1914.



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## **APPENDIX D.**

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### **Miscellaneous Formal Complaints and Applications.**

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## APPENDIX D.

Date, 1914.	Name.	Subject.	Disposal.
Jan. 2.....	Application of Lead Belt Ry. Co. for an order suspending rules of the Commission relative to filing tariffs, making reports, etc.	Application for order suspending rules relative to filing tariffs, making reports, etc.	Order issued Jan. 5, 1914.
Jan. 3.....	Application of Moberly, Huntsville & Randolph Springs R. R. Co. for permission to cross certain roads and highways in Randolph Co., and certain streets in Huntsville and Moberly with its tracks at grade.	Application for grade crossings of certain roads in Randolph County and certain streets in Huntsville and Moberly.	Order issued Apr. 6, 1914.
Jan. 3.....	Application of Moberly, Huntsville & Randolph Springs R. R. Co. for order determining and prescribing the manner and points of crossing and terms of installation, operation and apportionment of expense, use and protection of tracks of said R. R. Co. over across or under the tracks of the Wabash R. R.	Application for order to determine points of crossing, etc. over across or under tracks of Wabash R. R. in Randolph County.	Order issued Apr. 6, 1914.
Jan. 3.....	Application of Mayview Telephone Co. for order to sell five grounded circuits to Citizens Telephone Co. of Higginsville, of E. S. Butt and G. H. Rabins to sell five grounded lines to said Citizens Tel. Co., and of said Citizens Telephone Co. to purchase said five grounded circuits.	Application for order to sell and to buy five grounded telephone circuits in Lafayette County.	Order issued Jan. 13, 1914.
Jan. 8.....	Application of E. B. Marnsdake for approval of sale of New London Electric Light Plant to Stout & Watson.	Application for order approving sale of New London Electric Light Plant.	Order issued Jan. 8, 1914.
Jan. 8.....	Application of Stout & Watson for authority to sell New London Electric Light Plant to Julian J. Ross.	Application for order permitting sale of New London Electric Light Plant.	Order issued Jan. 8, 1914.
Jan. 16.....	Application of H. Spohrer for permission to construct and maintain a standard gauge railroad track on grade to cross the county road south out of Nevada, Mo., said track being an extension of South Main St. of said city.	Application for permission to construct and operate spur track to industry across county road south of Nevada.	Order issued Jan. 19, 1914.

Date, 1914.	Name.	Subject.	Disposal.
Jan. 21.....	Application of The Mutual Telephone Co. of Harrison Co. to purchase of M. M. McQuarry, et al., the telephone system owned by the Farmers Telephone Co. of Harrison Co., and to increase capital stock.	Application for order to purchase telephone plant and to increase capital stock.	Order issued Feb. 16, 1914.
Jan. 27 .....	Application of C. E. Penning, et. al., for permission to establish a crossing at grade of a public highway across the Mo. Pac. Ry. in Osage County.	Application for grade crossing of Mo. Pac. Ry. tracks in Osage County.	Order issued Mar. 12, 1914.
Jan. 30.....	In the matter of the investigation and suspension of rates, rentals, charges, etc., of the Hume Telephone Co.	Suspension and investigation of telephone rates at Hume.	Order issued May 25, 1914.
Feb. 5.....	Application of C. B. Turney, et. al., to sell and B. F. Karns to buy the Edgerton Light & Power Plant.	Application for transfer of Edgerton Light & Power plant.	Order issued Mar. 2, 1914.
Feb. 9.....	In the matter of change of public road crossing near Purdin, Mo.	Change of public road crossing near Purdin.	Order issued May 9, 1914.
Feb. 10.....	In the matter of the valuation of the telephone exchange, rural lines and long distance toll lines of the Columbia Telephone Co.	Valuation of Columbia Telephone Co.	Pending.
Feb. 11.....	In the matter of ascertaining the valuation of the electric light plant of the Missouri Public Utilities Co., located at Charleston, Mo.	Valuation of electric light plant at Charleston.	Pending.
Feb. 27.....	Application of the Berger Telephone Co. for permission to sell the Berger telephone exchange to H. H. Meyer for \$1,000.	For order permitting sale of Berger telephone exchange.	Order issued Mar. 9, 1914.
Mar. 5.....	In the matter of filing of schedules of rates by the St. Joseph Gas Co.	Filing of gas rate schedules.	Order issued Mar. 3, 1914.
Mar. 5.....	In the matter of ascertaining the valuation of the Kansas City Electric Light Co.	Valuation of Kansas City Electric Light Co.	Pending.
Mar. 9.....	In the matter of adopting General Order No. 12, concerning a uniform system of accounts for electrical corporations and municipalities; and	Adoption of General Orders Nos. 12, 13, 14 and 15, providing uniform system of accounts for electrical, gas, water and heating corporations and municipalities.	Orders adopted Aug. 31, 1914.

Date, 1914.	Name.	Subject.	Disposal.
Mar. 9.....	In the matter of adopting General Order No. 13, concerning a uniform system of accounts for gas corporations and municipalities; and In the matter of adopting General Order No. 14, concerning a uniform system of accounts for water corporations and municipalities; and In the matter of adopting General Order No. 15, concerning a uniform system of accounts for Heating Companies and Municipalities.	Adoption of General Orders Nos. 12, 13, 14 and 15, providing uniform system of accounts for electrical, gas, water and heating corporations and municipalities.	Orders adopted Aug. 31, 1914.
Mar. 10.....	Application of the Liberty Electric Light & Power Co. for authority to sell its property and franchises to Missouri Gas & Electric Service Co.	For authority to sell Liberty electric light plant.	Order issued Mar. 14, 1914.
Mar. 10.....	In the matter of closing Cartersville Exchange of the Missouri & Kansas Telephone Co.	Closing telephone exchange at Cartersville.	Order issued Mar. 10, 1914.
Mar. 10.....	Application of N. E. Harvey to sell the electric light plant at Eldon.	Transfer of Eldon electric light plant.	Order issued Mar. 23, 1914.
Mar. 10.....	Application of Fox-Fordwell Construction Co. and M. K. & T. Ry. Co. for permission to construct at grade across M. K. & T. tracks a tramway crossing, 36 inch gauge.	For permission to construct tramway crossing over M. K. & T. tracks at grade, near Mokane.	Order issued Mar. 10, 1914.
Mar. 14.....	Application of W. I. Diffenderfer to transfer to and Richland Light & Power Co. to accept a franchise to operate an electric light plant in Richland, Mo., said franchise having been granted by the city of Richland.	For permission to transfer franchise and operate electric light plant in Richland.	Order issued Mar. 14, 1914.
Mar. 18.....	Application of Southwestern T. & T. Co. and American T. & T. Co. of Missouri for order authorizing bill of sale for property conveyed to American T. & T. Co.	For order authorizing bill of sale for property conveyed.	Order issued Mar. 18, 1914.
Mar. 19.....	Application of C. T. Harding to sell certain property and franchises to Missouri Gas & Electric Service Co.	For authority to sell certain property and franchises at Portick, Mo., to Missouri Gas & Electric Service Co.	Order issued Mar. 14, 1914.

Date, 1914.	Name.	Subject.	Disposal.
Mar. 24.....	In the matter of ascertaining the valuation of the Jefferson City Light, Heat & Power Co.	Valuation of Jefferson City L. H. & P. Co.	Pending.
Mar. 25.....	Application of Oregon Interurban Ry. Co. for permission to construct a railroad track at grade across Washington Street, in the city of Oregon, Holt Co.	For authority to construct a crossing at grade across Washington St., in Oregon, Holt Co.	Order issued Apr. 7, 1914.
Mar. 31.....	Application of W. J. Gold, Jr., to sell and E. G. Bylander to purchase the telephone exchange at Clarksburg, Mo., together with all poles, lines, instruments and other equipment.	For permission to transfer telephone exchange at Clarksburg.	Order issued Apr. 27, 1914.
Apr. 1.....	In the matter of the Grand View Railroad Co. for permission to extend its rail and track.	For permission to extend railroad track.	Application withdrawn May 2, 1914.
Apr. 7.....	In the matter of the investigation and suspension of class rates from Moberly, Mo., to Monroe, Mo., cancelled by Supplement 1 to M. K. & T. P. S. C. Mo. No. 11.	Suspending cancellation of M. K. & T. Ry. P. S. C. Mo. No. 11.	Suspension vacated June 23, 1914.
Apr. 14.....	Application of C. & A. R. R. Co. and K. C. St. L. & C. R. R. Co. for order authorizing the transfer of the K. C. St. L. & C. R. R. to the C. & A. R. R.	For transfer of K. C. St. L. & C. R. R. to C. & A. R. R.	Application dismissed without prejudice, Sept. 26, 1914.
Apr. 14.....	Application of C. & A. and La. & Mo. River RRs. for order authorizing the transfer of the La. & Mo. R. R. to the C. & A. R. R. Co.	For transfer of La. & Mo. River R. R. to C. & A. R. R.	Application dismissed without prejudice, Sept. 26, 1914.
Apr. 15.....	Application of The Electric Co. of Missouri for order authorizing extension of its lines, under a franchise or permit, in St. Louis County.	For permission to extend electric lines in St. Louis County.	Order issued April 28, 1914.
Apr. 16.....	Application of North Missouri Light & Power Co. for permission to construct its transmission lines and electric system into the counties of Ralls and Pike in the State of Missouri.	For permission to extend transmission lines and electric system into the counties of Ralls and Pike.	Order issued July 20, 1914.
Apr. 17.....	Application of D. M. Boyd for granting of authority to St. Louis Terminal Ry. Co. to construct switch track across Sampson Ave., St. Louis County.	Switch track across Sampson Ave., St. Louis County.	Order issued Apr. 28, 1914.

Date, 1914.	Name.	Subject.	Disposal.
Apr. 21.....	Application of Blairtown Mutual Telephone Co. for consent of Public Service Commission to sell their central home switchboard, etc., to Farmers Mutual Telephone Exchange of Blairtown.	For transfer of switchboard, etc., of Blairtown Mutual Telephone Co.	Order issued Apr. 29, 1914.
Apr. 25.....	Application of S. W. Mo. R. R. Co. for interpretation of applicant's rights with respect to decree rendered in Jasper Circuit Court, concerning fare rates.	For interpretation of rights of S. W. Mo. R. R. Co. under decree of Jasper Circuit Court, concerning fare rates.	May 5, 1914, applicant advised application is within the principle announced by Commission in Case No. 17.
Apr. 27.....	Application of Samuel F. Caldwell, vendor, and H. H. Glascock, vendee, for permission for sale of telephone exchange at New London, Mo.	For transfer of New London telephone exchange.	Order issued May 9, 1914.
Apr. 28.....	Application of A. H. Balkenbush to sell Freeburg Telephone Exchange to Berger Commercial Telephone Co.	For transfer of Freeburg Telephone Exchange.	Order issued Apr. 28, 1914.
Apr. 28.....	Application of Berger Commercial Telephone Co. for order authorizing issue of stock in payment of purchase price of certain telephone property purchased from A. H. Balkenbush.	For order authorizing issue of stock.	Order issued Apr. 28, 1914.
Apr. 29.....	Application of Mo. & Kansas Telephone Co. to sell certain telephone exchange property owned and operated by it at Westboro, Mo.	For transfer of telephone property at Westboro.	Order issued Apr. 29, 1914.
May 11.....	Application of National Refining Co. of Hannibal, Mo., for permission to cross Sturgeon St., Moberly, Mo., with private switch track to serve industry.	For permission to construct switch track across Sturgeon St., Moberly, Mo.	Order issued May 26, 1914.
May 12.....	In the matter of setting aside orders of former Board of R. R. & W. Commissioners of State of Missouri establishing free delivery limits at Webster Groves, Greenfield and Hayti for shipments of express by U. S. Express Co.	Setting aside orders of R. R. & W. Commission establishing free express delivery limits at Greenfield, Hayti and Webster Groves.	Order issued May 12, 1914.
May 12.....	Matter of setting aside orders of R. R. & W. Commission, establishing free express delivery limits in certain districts in St. Louis for shipments of Wells, Fargo & Co. et. al.	Setting aside order of R. R. & W. Commission establishing free express delivery limits in certain districts in St. Louis City.	Order issued May 12, 1914.

Date, 1914.	Name.	Subject.	Disposal.
May 12.....	Matter of setting aside order of Board of R. R. & W. Commission of Mo., establishing schedule of maximum express rates for shipments by express in the State of Missouri.	Setting aside order of R. R. & W. Commission establishing schedule of maximum express rates in Missouri.	Order issued May 12, 1914.
May 18.....	In the matter of the application for authorization of the reorganization of the Wabash R. R. Co.	For order authorizing reorganization of Wabash R. R. Co.	Order of dismissal issued Oct. 19, 1914, at request of applicant.
May 18.....	Application of Ch. Guengerich, Clerk of Joplin Special Road District, for authority to cross track of K. C. S. Railroad with wagon road.	Crossing at grade of K. C. S. tracks with wagon road in Jasper County.	Order issued May 18, 1914.
May 19.....	Application of Commissioners of Humansville Special Road District for order permitting K. C. O. & S. Ry. to establish grade crossing on south side of county line between Polk and St. Clair Counties.	Crossing at grade of tracks of K. C. O. & S. Ry. with wagon road on south side of county line between Polk and St. Clair Counties.	Order issued July 21, 1914.
May 25.....	Matter of suspension and investigation of certain rates, charges, regulations and practices of Joplin Water Works Co.	Suspension of rates, etc., of Joplin Water Works Co.	Pending.
May 29.....	Application of American T. & T. Co. and Southwestern T. & T. Co. for permission to enter into an agreement for leasing certain long distance circuits.	For permission to enter into an agreement for leasing certain long distance telephone circuits in Missouri.	Order issued June 22, 1914.
May 29.....	In the matter of the Grandview Exchange of the Mo. & Kansas Telephone Co.	For order permitting the closing of Grandview telephone exchange.	Order issued June 11, 1914.
June 12.....	Application of Wabash R. R. Co. and Receiver for permission to construct and maintain a railroad track at grade across Main St., in the city of New Florence.	For grade crossing of the Wabash across Main St. in New Florence, Mo.	Order issued July 7, 1914.
June 22.....	Derailment of train No. 9 on St. L. & S. F. R. R. near Sleeper, Mo.	Derailment of Frisco train No. 9, near Sleeper.	Report approved July 21, 1914.
June 22.....	Derailment of train No. 802 on St. L. & S. F. R. R. at Moccasin Springs.	Derailment of train 802 at Moccasin Springs.	Report adopted Sept. 28, 1914.
June 22.....	Collision between automobile and train of C. B. & Q. R. R. near Linneus, Mo., June 6, 1914.	Collision between C. B. & Q. train and automobile near Linneus, Mo.	Report adopted Aug. 28, 1914.

Date, 1914.	Name.	Subject.	Disposal.
July 2.....	Rules regulating gas, electric and water service.	Rules regulating gas, electric and water service.	Pending.
July 6.....	Valuation of Consumers Electric Light & Power Co.	Valuation of electric and power plant at DeSoto.	Pending.
July 8.....	Application of Adams Express Co., et al., for authority to put into effect certain rates named in petition.	To put into effect certain express rates.	Order issued July 11, 1914.
July 13.....	Application of Citizens Telephone Co. of Higginsville, Mo., for permission to purchase entire plant of Mayview Telephone Co.	Application to purchase telephone plant.	Order issued Aug. 3, 1914.
July 13.....	Application of Mayview Telephone Co. to sell its entire plant to Citizens Telephone Co. of Higginsville.	Application to sell telephone plant.	Order issued Aug. 3, 1914.
July 13.....	Application of E. S. Butt and Geo. H. Rabius for order of Public Service Commission permitting Mayview Telephone Co. to sell its plant to Citizens Telephone Co. of Higginsville.	Application for order permitting sale of telephone plant.	Order issued Aug. 3, 1914.
July 14.....	Application of Rolla, Ozark & Southern R. R. Co. to purchase and of W. T. Denison et. al. to sell certain railroad property to the above named Company, and of the above named Company to issue stocks and bonds.	Application for order to sell certain railroad property and to issue stock and bonds.	Order issued Dec. 28, 1914.
July 15.....	Application of E. M. Duke, doing business as Independent Telephone Co. of New Franklin, Mo., for permission to sell his telephone exchange.	Application to sell telephone plant.	Pending.
July 21.....	Application of Cassville & Western R. R. for order approving contract of July 1, 1914.	For order approving contract.	Disposed of informally.
July 22.....	In the matter of the application of valuation of M. R. & B. T. Ry.	Valuation of M. R. & B. T. Ry.	Pending.
July 22.....	In the matter of the valuation of the water and electric plants of the Ft. S. & N. L. H. W. & P. Co.	Valuation of water and electric plants at Nevada.	Pending.
July 23.....	In the matter of ascertaining the valuation of the St. Joseph Gas Co.	Valuation of St. Joseph Gas Co.	Pending.



Date, 1914.	Name.	Subject.	Disposal.
July 25.....	Application of E. W. Jones et al. for order authorizing sale of telephone property at Schell City.	Sale of telephone property at Schell City.	Order issued Aug. 10, 1914.
July 27.....	In the matter of the investigation and suspension of rates, charges and regulations of Crane Telephone Co.	Suspension of rates, etc., of Crane Telephone Co.	Suspension order vacated Oct. 7, 1914.
July 30.....	In the matter of the investigation and suspension of rates, charges and regulations of Marshfield Electric Co.	Suspension of rates, etc., of Marshfield Electric Co.	Suspension order vacated Sept. 8, 1914.
Aug. 6.....	In the matter of investigation of a wreck between a passenger train of the K. C. S. Ry. and motor car of Mo. & N. A. R. R., near Tipton Ford, Mo., Aug. 5, 1914.	Investigation of collision between passenger train of K. C. S. Ry. and motor car of Mo. & N. A. R. R., near Tipton Ford Mo.	Report adopted Oct. 27, 1914.
Aug. 6.....	In the matter of the application of Montean County, Mo., for the construction, permission and approval of a crossing of a new public road across the track of the Mo. Pac. Ry.	Crossing of track of Mo. Pac. Ry. in Montean Co., near Sandy Hook.	Order issued Sept. 24, 1914.
Aug. 10.....	In the matter of ascertaining the valuation of Columbia Gas Works.	Valuation of Columbia Gas Works.	Pending.
Aug. 10.....	In the matter of ascertaining the valuation of water plant of West St. Louis W. & L. Co.	Valuation of water plant of West St. Louis W. & L. Co.	Pending.
Aug. 11.....	In the matter of the application of Butler County R. R. Co., for permission to cross certain streets and alleys in Kitchen & Bartlett's addition to Poplar Bluff, Mo.	For order permitting grade crossing of certain streets and alleys in Poplar Bluff by Butler County R. R.	Order issued Oct. 7, 1914.
Aug. 19.....	Application of Citizens Telephone Co. of Tipton to sell and S. P. Adair to purchase the Fortuna Telephone Exchange.	For transfer of Fortuna Telephone Exchange.	Order issued Aug. 27, 1914.
Aug. 20.....	Application of C. J. Gladney to sell and A. E. Larue to purchase the Winfield Telephone Exchange.	For transfer of Winfield Telephone Exchange.	Order issued Aug. 27, 1914.
Aug. 22.....	Application of Jacob H. Nulf et al. to sell electric light franchise in Laredo to C. D. Dall.	For sale of electric light franchises in Laredo.	Order issued Aug. 27, 1914.
Aug. 27.....	In the matter of an investigation of an accident between a passenger train of the Wabash R. R. and an automobile, near Sublette, Mo., Aug. 20, 1914.	Collision between passenger train of Wabash R. R. and an automobile near Sublette.	Pending.

Date, 1914.	Name.	Subject.	Disposal.
Aug. 27. ....	In the matter of investigation and suspension of rates and charges of Mountain Grove Ice & Electric Co.	Suspension of rates and charges of Mountain Grove I. & E. Co.	Order rescinded and case closed.
Aug. 28. ....	Application of K. C. Terminal Ry. Co. for connection between said Ry. and Mo. Pac. Rys., and for installation of safety device to protect same.	Connection between K. C. Terminal and Mo. Pac. Rys., and for safety device to protect same.	Order issued Sept. 5, 1914.
Sept. 3. ....	Application of D. I. Blanchfield to purchase and of Rush Hill & Martinsburg Telephone Co. to sell Rush Hill & Martinsburg Telephone System at Martinsburg.	For transfer of Rush Hill & Martinsburg Telephone System at Martinsburg.	Order issued Sept. 3, 1914.
Sept. 10. ....	Application of Clinton Light & Water Co. for change and increase of rates, etc., for water used by the city of Clinton.	For increase of water rates for water used by city of Clinton.	Pending.
Sept. 15. ....	Application of A. T. & S. F. Ry. Co. for increase in passenger, baggage and freight rates.	For authority to increase passenger, baggage and freight rates.	Pending.
Sept. 15. ....	Application of C. & A. R. R. Co. to increase passenger, baggage and freight rates.	For authority to increase passenger, baggage and freight rates.	Pending.
Sept. 15. ....	Application of C. B. & Q. R. R. for increase in passenger, baggage and freight rate.	For authority to increase passenger, baggage and freight rates.	Pending.
Sept. 15. ....	Application of M. K. & T. Ry. for increase in passenger, baggage and freight rates.	For authority to increase passenger, baggage and freight rates.	Pending.
Sept. 15. ....	Application of John Scullin et al. Receivers of Mo. & N. A. R. R. for increase of passenger, baggage and freight rates.	For authority to increase passenger, baggage and freight rates.	Pending.
Sept. 15. ....	Application of C. M. & St. P. Ry. for increase of passenger, baggage and freight rates.	For authority to increase passenger, baggage and freight rates.	Pending.
Sept. 15. ....	Application of K. C. S. Ry. Co. for increase in passenger, baggage and freight rates.	For authority to increase passenger, baggage and freight rates.	Pending.
Sept. 15. ....	Application of St. L. S. W. Ry. for increase in passenger, baggage and freight rates.	For authority to increase passenger, baggage and freight rates.	Pending.
Sept. 15. ....	Application of E. B. Pryor, Receiver of Wash R. R. for increase in passenger, baggage and freight rates.	For authority to increase passenger, baggage and freight rates.	Pending.

Date, 1914.	Name.	Subject.	Disposal.
Sept. 15. ....	Application of Iowa & Illinois Ry. Co. for increase in passenger, baggage and freight rates.	For authority to increase passenger, baggage and freight rates.	Pending.
Sept. 15. ....	Application of C. R. I. & P. Ry. for increase in passenger, baggage and freight rates.	For authority to increase passenger, baggage and freight rates.	Pending.
Sept. 15. ....	Application of Q. O. & K. C. R. R. for increase in passenger, baggage and freight rates.	For authority to increase passenger, baggage and freight rates.	Pending.
Sept. 15. ....	Application of Mo. Pac. and St. L. I. M. & S. Rys. for increase in passenger, baggage and freight rates.	For authority to increase passenger, baggage and freight rates.	Pending.
Sept. 15. ....	Application of Jas. W. Lusk et al., Receivers St. L. & S. F. R. R. for increase in passenger, baggage and freight rates.	For authority to increase passenger, baggage and freight rates.	Pending.
Sept. 16. ....	Application of Warren County Court and M. K. & T. Ry. for permission to make grade crossing over M. K. & T. Co.'s tracks in Warren Co.	For permission to make grade crossing over M. K. & T. tracks in Warren County.	Order issued Oct. 20, 1914.
Sept. 19. ....	In the matter of ascertaining the valuation of the water plant of the Clinton Light & Water Co.	Valuation of water plant of Clinton L. & W. Co.	Pending.
Sept. 19. ....	Investigation of wreck of St. L. & S. F. Passenger Train No. 5, at Lebanon, Mo., Sept. 15, 1914.	Investigation of wreck of St. L. & S. F. Passenger train No. 5 at Lebanon, Mo.	Report adopted Dec. 23, 1914.
Sept. 19. ....	Application of Julian J. Ross for sale of New London Electric Light plant to Jesse B. Jones.	Transfer of New London Electric Light plant.	Order issued Sept. 19, 1914.
Sept. 19. ....	Application of Jesse B. Jones for sale of New London Electric Light plant to North Missouri L. & P. Co.	Transfer of New London Electric Light plant.	Order issued Sept. 19, 1914.
Sept. 22. ....	In the matter of the suspension and investigation of tariffs and items, and supplements to tariffs of certain R. Rs., cancelling concentration privileges on poultry, eggs and dairy products.	Suspension of tariffs, etc., cancelling concentration privileges on poultry, eggs and dairy products.	Pending.
Sept. 25. ....	Application of St. Louis Belt & Terminal Ry. Co. for authority to cross Walton Road, St. Louis County, with single standard gauge railroad at grade.	For grade crossing of Walton Road, St. Louis Co., with track of St. L. B. & T. Ry.	Order issued Sept. 29, 1914.

Date, 1914.	Name.	Subject.	Disposal.
Oct. 2.....	Application of Wabash R. R. Co. and Receiver, for authority to construct and operate spur track across Olive, Howard and Wilkinson Streets in St. Charles with spur track of Wabash R. R.	For grade crossing of Olive, Howard and Wilkinson Sts. in St. Charles with spur track of Wabash R. R.	Order issued Oct. 3, 1914.
Oct. 6.....	Application of Chas. Bell for authority for public road crossing of St. L. & S. F. tracks two miles north of Morrisville.	For public road crossing of St. L. & S. F. tracks two miles north of Morrisville.	Order issued Nov. 9, 1914.
Oct. 14.....	Application of D. C. Leavell to sell and C. J. Gladney to buy Edgerton Telephone Exchange.	For transfer of Edgerton Telephone Exchange	Order issued Nov. 23, 1914.
Oct. 16.....	Application of Kansas City Terminal Ry. Co. for construction of connection with Frisco and C. M. & St. P. R. R. and for enlargement of interlocking plant.	For connection between K. C. Terminal and Frisco and C. M. & St. P. R. R., and for enlargement of interlocking plant in East Bottoms, Kansas City.	Pending.
Oct. 16.....	Application of Kansas City Terminal Ry. Co. for construction of additional track and for enlargement of existing interlocking plant.	For construction of additional track and for enlargement of existing interlocking plant of K. C. Terminal Ry. at Big Blue.	Order issued Oct. 27, 1914.
Oct. 16.....	Application of Wabash and Receiver for authority to construct and operate spur track across public highway in Clay County near South Liberty.	For authority to construct and operate spur track across public highway in Clay County, near South Liberty.	Order issued Oct. 22, 1914.
Oct. 19.....	In the matter of the suspension and investigation of certain rates and charges of St. Joseph Gas Co.	Suspension of rates and charges of St. Joseph Gas Co.	Pending.
Oct. 19.....	Application of the City of Cabool for extension of Main Street over tracks of St. L. & S. F. R. R.	For extension of Main Street, Cabool, over tracks of Frisco R. R.	Pending.
Oct. 26.....	Application of L. F. Moore et al. to sell and A. E. Welly to purchase Laclede Telephone Exchange and to execute a mortgage for deferred payments.	Transfer of Laclede Telephone Exchange, and for execution of mortgage for deferred payments.	Order issued Nov. 10, 1914.
Oct. 27.....	Application of Robt. Whitlock et al. for sale of Bourbon Telephone Co. to R. R. Howard et al.	For transfer of Bourbon Telephone Co. to R. R. Howard et al.	Order issued Nov. 5, 1914.
Oct. 28.....	Application of K. C. S. Ry. for permission to make certain alterations in its interlocking plant at crossing of its tracks and tracks of Metropolitan Street Ry. in Kansas City.	For alteration of interlocking plant at crossing of tracks of K. C. S. and Metropolitan Street Ry. in Kansas City.	Order issued Oct. 28, 1914.

Date, 1914.	Name.	Subject.	Disposal.
Oct. 29.....	Application of City Water Co. of Sedalia, for order authorizing increase in rates.	For increase of water rates in Sedalia by City Water Co.	Pending.
Nov. 5.....	Application of Geo. H. Fellers to sell and W. J. McClay to buy Brashear Telephone Exchange.	Transfer of Brashear Telephone Exchange.	Order issued Nov. 5, 1914.
Nov. 5.....	Application of American T. & T. Co. of N. Y., the American T. & T. Co. of Mo. and Mo. & Kansas Telephone Co. for leasing of long distance lines and circuits in Missouri.	For leasing of long distance telephone lines and circuits in Missouri.	Order issued Nov. 5, 1914.
Nov. 5.....	Application of American T. & T. Co. of N. Y., the American T. & T. Co. of Mo., and Southwestern T. & T. Co. for leasing of long distance lines and circuits in Missouri.	For leasing of long distance telephone lines and circuits in Missouri.	Order issued Nov. 5, 1914.
Nov. 9.....	In re sale by the Light, Power & Manufacturing Co. of its interest in the water system at Willow Springs to the city of Willow Springs.	Transfer of water system at Willow Springs to city of Willow Springs.	Order issued Nov. 9, 1914.
Nov. 10.....	In the matter of ascertaining the valuation of the City Water Co. of Sedalia, Mo.	Valuation of City Water Co. of Sedalia.	Pending.
Nov. 13.....	In the matter of the suspension and investigation of C. B. & Q. R. R. Co.'s Tariff P. S. C. Mo. No. 150, covering commodity rates between points in Missouri.	Suspension of C. B. & Q. Tariff P. S. C. Mo. No. 150, covering commodity rates in Missouri.	Pending.
Nov. 13.....	In the matter of the suspension and investigation of Sup. 35 to Agent W. H. Hosmer's P. S. C. Mo. No. 8.	Suspension of W. H. Hosmer's Supplement 35 to P. S. C. Mo., No. 8.	Pending.
Nov. 17.....	Application of Fred and Gerty Goeller to sell and A. C. Lueckenhoff to buy ten-elevenths of the telephone system at Argyle, Mo.	For transfer of part of telephone plant at Argyle.	Order issued Nov. 21, 1914.
Nov. 18.....	Application of Scott County for permission to open public road crossing at Memley's Switch over tracks of Frisco R. R.	For public road crossing over tracks of Frisco R. R. at Memley's Switch.	Pending.
Nov. 21.....	Application of Farmers Telephone Co. of Harrison County to purchase and The Mutual Telephone Co. of Harrison County to sell telephone franchisees, switchboards, etc.	For transfer of telephone property of The Mutual Telephone Co. of Harrison County.	Order issued Nov. 23, 1914.

Date, 1914.	Name.	Subject.	Disposal.
Nov. 21.....	Application of Farmers Telephone Co. of Harrison County for increase of rental rates at certain places and for establishment of rates at certain places.	Increase and establishment of telephone rates of Farmers Telephone Co. in Harrison County.	Pending.
Nov. 23.....	Application of Hugh T. Jones and S. W. Fickle for order authorizing them to acquire and maintain pipe lines for transportation of gas to Parkville, Mo.	For construction and operation of pipe lines, etc., to transport gas to Parkville, Mo.	Order issued Nov. 30, 1914.
Nov. 25.....	In the matter of Water Corporations and Municipalities making and filing Annual Reports.	Annual reports of Water Corporations.	Order issued Nov. 28, 1914.
Nov. 25.....	In the matter of Electrical Corporations and Municipalities making and filing Annual Reports.	Annual reports of Electrical Corporations.	Order issued Nov. 28, 1914.
Nov. 25.....	In the matter of Gas Corporations and Municipalities making and filing Annual Reports.	Annual Reports of Gas Corporations.	Order issued Nov. 28, 1914.
Nov. 25.....	In the matter of Heating Corporations and Municipalities making and filing Annual Reports.	Annual Reports of Heating Corporations.	Order issued Nov. 28, 1914.
Nov. 28.....	Application of Mo. Union Telephone Co. to purchase and of Ulrich Telephone Co. to sell the property of the Ulrich Telephone Co.	Transfer of Ulrich Telephone Co.	Order issued Nov. 28, 1914.
Nov. 28.....	Matter of investigation and suspension of schedules and tariffs containing new individual and joint rates and charges, etc.	Suspension of R. R. rates.	Pending.
Dec. 22.....	Application of Crawford Co. to cross St. L. & S. F. R. R. at grade at the Meramec River on the Steelville and Cuba Public Road.	Grade crossing.	Pending.
Dec. 23.....	In the matter of the investigation and suspension of rates, charges and regulations of the Mo. Public Utilities Co., at Dexter, Mo.	Suspension of electric rates at Dexter.	Pending.
Dec. 24.....	Application of C. F. Lee to sell and J. H. Keest to buy one-half interest in plant of Home Electric Co., at New Franklin.	For transfer of half interest in Home Electric Company at New Franklin.	Pending.

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## **APPENDIX E.**

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### **Informal Complaints.**

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## APPENDIX E.

Date, 1914.	Name.	Subject.	Disposal.
Jan. 1.....	D. J. O'Brien, v. C. G. N. Ry.	Trains to West Chester.	Regular train service given.
Jan. 3.....	Citizens of Trask, v. Frisco R. R. Co.	Agency at Trask.	Complainant asked to file formal complaint.
Jan. 3.....	Ed. Brown, v. Mo. Pac. Ry.	Failure to provide loading track at Waverly.	Closed—other accommodations provided.
Jan. 3.....	Sullenger & Son, v. Wabash R. R.	Removal of Train No. 1, due at Orrick at 5:35 A. M.	Adjusted by stopping Train No. 7.
Jan. 3.....	C. C. Behnke, v. Frisco R. R. Co.	Removal of train leaving St. Louis at 11:30 P. M.	Complainant advised to file formal complaint.
Jan. 3.....	Burt Cline, v. Mo. Pac. and M. K. & T. Rys.	Insanitary condition of Union depot at Nevada.	Matters corrected.
Jan. 3.....	C. H. Payson, Mayor of Macon, v. Wabash R. R. Co.	Blocking of Weed St. through failure to provide crossing underneath tracks.	Advised to file formal complaint.
Jan. 3.....	Citizens of Keota, v. Mo. & La. R. R. Co.	Lack of depots along right-of-way.	Waiting rooms provided at Keota and Shaft 66; new passenger cars put in service and new time card arranged.
Jan. 3.....	Public Service Commission, v. Pullman Car Co.	Overcharge in seat fare, Warrensburg to Jefferson City.	Tariff amended.



Date, 1914.	Name.	Subject.	Disposal.
Jan. 5.....	Frank Robinson, v. Southwestern T. & T. Co.	Rates for local service and discrimination.	Satisfactorily adjusted.
Jan. 5.....	C. C. Webb, v. Frisco R. R. Co.	Overcharge in passenger fare.	Overcharge refunded.
Jan. 5.....	Delbert S. Wentzick, v. Mo. Pac. Ry. Co.	Failure to provide watchman between 7 P. M. and 7 A. M. at Old Manchester Road Crossing, Ellendale.	Watchman placed, as requested.
Jan. 5.....	Meyer-Morfeld Milling Co., v. Mo. Pac. Ry. Co.	Overcharge on coal.	Closed—Proper rate assessed.
Jan. 5.....	J. B. Spurlock, v. Frisco and C. B. & Q. R. Rs.	Overcharge in passenger fare, Mansfield to St. Joseph.	Interstate—Commission, no jurisdiction.
Jan. 7.....	Pearless Transit Co., v. Frisco and C. G. N. R. Rs.	Joint rates.	Transferred to formal docket, Case 424.
Jan. 8.....	Avery Brown, et. al., v. Frisco R. R.	Depot facilities and agent at Bangert.	Box car depot supplied.
Jan. 7.....	C. B. Todd, et. al., v. M. K. & T. Ry.	Passenger and freight train service at Olifton City.	Regular service furnished.
Jan. 8.....	Citizens of Galena, v. St. L. I. M. & S. Ry.	Passenger and freight train service at Galena.	Dropped by complainants.

Date, 1914.	Name.	Subject.	Disposal.
Jan. 8.....	John F. Doty, v. C. R. I. & P. Ry.	Demurrage.	Dropped by complainant.
Jan. 8.....	Winkelmann Brothers, v. C. B. & Q. R. R.	Refusal to return papers.	Dropped by complainant.
Jan. 9.....	F. M. Gillen, City Clerk, v. Miss Ida M. Purdy.	Water service at Peirce City.	Refund of \$9.00 paid by defendant.
Jan. 9.....	Kaut-Reith Shoe Co., v. West St. Louis Water & Light Co.	Discrimination in water rates.	Advised to file formal complaint.
Jan. 9.....	B. C. Dooley, v. Union E. L. & P. Co.	Refusal to return \$10.00 deposit.	No jurisdiction—complaint arising before organization of this Commission.
Jan. 9.....	Adams Telephone Co., v. Mo. & Kansas Telephone Co.	Failure to pay commission on long distance business.	Matter adjusted.
Jan. 9.....	Judge Wm. S. Byram, v. Cass County Telephone Co., et. al.	Physical connection between telephones at Harrisonville.	Advised to file formal complaint.
Jan. 9.....	J. W. McColgan, et. al., v. Southwestern T. & T. Co.	Refusal to furnish service.	Advised to file formal complaint.
Jan. 9.....	G. P. Jones & Co., v. Frisco R. R.	Overcharge on oils, St. Louis to Ste. Genevieve.	Dropped by complainant.

Date, 1914.	Name.	Subject.	Disposal.
Jan. 10.....	Thessen & Co., v. M. K. & T. Ry. Co.	Wire, C. L., Pennsylvania points to Hartsburg.	Dropped by complainant.
Jan. 10.....	K. C. Building Supply Co., v. Mo. Pac. Ry.	Overcharge on brick.	Transferred to formal docket, Case No. 424.
Jan. 10.....	Brent Williams, v. C. & A. R. R. Co.	Through tickets to Wabash points.	Through tariffs provided.
Jan. 12.....	James Stark; v. Frisco R. R. Co.	Rate on cement silo staves, Kansas City to Harrelson and Belvidere.	Proper rate collected.
Jan. 12.....	Chas. E. Morgan, v. Frisco R. R. Co.	Stagnant pool to be filled in at Taskee, Mo.	Pool filled and nuisance abated.
Jan. 12.....	A. H. Kent, v. S. W. T. & T. Co.	Increase of resident telephone rates.	Reinstatement of old rate—satisfactory.
Jan. 13.....	Marshall Produce Co., v. C. & A. R. R. Co.	Concentration privileges on eggs destined to Chicago.	Interstate—no jurisdiction.
Jan. 13.....	J. D. Reynolds, v. Frisco R. R.	Agent at Macomb.	Advised to file formal complaint.
Jan. 13.....	Chas. L. Holland, v. St. Joseph Ry. L. H. & P. Co.	Mistake in reading meters.	Adjusted.

Date, 1914.	Name.	Subject.	Disposal.
Jan. 13.....	H. G. Wilson, Transportation Commissioner. K. C., v. O. R. I. & P. Ry. Co.	Team track storage charges.	Transferred to formal docket, Case 113 et al.
Jan. 14.....	J. A. Richardson, v. M. K. & T. Ry.	Receiving shipments billed in error.	Re-routing arranged.
Jan. 14.....	O. J. Krummenacher, v. S. W. T. & T. Co.	Discrimination in contract for drug store pay station.	Advised to file formal complaint.
Jan. 14.....	The Parfite Oil & Gas Co., v. O. B. & Q. R. R.	Overcharge on chats.	Interstate—no jurisdiction.
Jan. 14.....	Bell Oil Co., v. M. K. & T. Ry.	Oil rates from Oklahoma.	I. C. C. granted defendant right to violate 4th section and charge higher rate for shorter than longer haul.
Jan. 15.....	Dennis M. Scivally, v. St. L. I. M. & S. Ry.	Rate on gravel.	Closed—crushed rock rate applied to chats.
Jan. 15.....	Hon. Lon V. Stephens, v. Mo. Pac. Ry. Co.	Service and conditions on Boonville branch.	Closed—satisfactory service arranged.
Jan. 15.....	Clayton Drug Co., v. S. W. T. & T. Co.	Unsatisfactory direct service to St. Louis.	Corrected and satisfaction acknowledged.
Jan. 16.....	Wm. Hern, v. Frisco R. R.	Delay to train, account of switching.	Order issued for switching to be hurried and connection made at Rich Hill.

Date, 1914.	Name.	Subject.	Disposal.
Jan. 16.....	Heynen Coal Co., v. Railroads.	Bunching cars.	Law explained, as requested.
Jan. 16.....	Pioneer Telephone Co., v. Farmer Lines.	Service of farmer lines between Vienna and Dixon.	Dropped by complainant.
Jan. 17.....	Enterprise Telephone Co., v. M. K. & T. Co.	Toll circuit facilities at Pilot Grove.	Transferred to formal docket.
Jan. 17.....	Enterprise Telephone Co., v. M. & K. Tel. Co.	Long distance service at Boonville.	Transferred to formal docket.
Jan. 17.....	Public Service Commission, v. E. M. Carter.	Telephone rates at Versailles.	Transferred to formal docket—Case No. 398.
Jan. 17.....	Abeles & Taussig, v. Frisco R. R. Co.	Rate on ties.	Overcharge adjusted.
Jan. 17.....	Mutual Oil Co., v. M. K. & T. Ry. Co.	Rate on oil.	Interstate—no jurisdiction.
Jan. 19.....	R. A. Knapp, v. St. L. I. M. & S. Ry.	Stopping trains at Ironton.	Request granted.
Jan. 19.....	Ferguson & Vickers, v. Frisco R. R. Co.	Overcharge on apples for interstate destination.	Interstate—no jurisdiction—request for permission to make reparation filed with I. O. O.

Date, 1914.	Name.	Subject.	Disposal.
Jan. 19.....	Louis Teuscher, v. S. W. T. & T. Co.	Unsatisfactory local service.	Adjusted.
Jan. 19.....	A. W. Groves, v. Railroads.	Complaint of wood rates as compared with coal.	Dropped by complainant.
Jan. 20.....	Frederick L. Thornton, v. Wells, Fargo & Co. Express.	Refusal to handle free "return empty" water bottles.	Advised to file formal complaint.
Jan. 19.....	Rumans & Fisher, v. M. K. & T. Ry.	Unnecessary delay in handling live stock.	No jurisdiction over loss and damage claims.
Jan. 20.....	H. H. Uttermann, et. al., v. Frisco R. R. Co.	Closing of station at Hutton Valley.	Station reopened.
Jan. 20.....	Fogle & Fogle, v. Wabash R. R. Co.	Rate on wheat.	Rate furnished, as requested.
Jan. 20.....	The Republican, Cape Girardeau, v. Frisco R. R. Co.	Class rates since 1910.	Complaint satisfied.
Jan. 20.....	Bertrand Mercantile Co., v. St. L. I. M. & S. Ry.	Demurrage.	Dropped by complainant.
Jan. 20.....	Richards Telephone Co., v. Round Top Telephone Co.	Change of switchboard service.	Dismissed—no jurisdiction.

Date, 1914.	Name.	Subject.	Disposal.
Jan. 21.....	Liberty Telephone Co., v. Clay County Telephone Co.	Free telephone service in R. R. stations.	Defendant notified free service not permitted under P. S. O. Law.
Jan. 21.....	James Keller, v. Missouri Public Utilities Co.	Rates for light service at Silkeston.	Advised to file formal complaint.
Jan. 21.....	W. C. Mauplin, Steinhmetz, Mo., v. S. W. T. & T. Co.	Discrimination in rates through Glasgow Exchange.	Rural service rate reduced.
Jan. 21.....	Abdercrombie Stone Co., v. St. Joseph Water Co.	Meter charges under ordinance No. 2595.	Closed under stipulation.
Jan. 22.....	E. E. Randall, v. Frisco R. R. Co.	Rate on manure.	Dropped by complainant.
Jan. 22.....	Gelssing Mfg. Co., v. Mo. Pac. Ry. Co.	Grain rates on grain products.	Information furnished and case closed.
Jan. 22.....	Adams Telephone Co., v. Latham Telephone Co.	Discontinuance of service through Tipton Exchange.	Closed—no adjustment.
Jan. 23.....	Kansas City Building Supply Co., v. Mo. Pac. Ry. Co.	Construction of rule 7a, circular 4.	Information furnished for claim purposes— Mo. Pac. accepts and will refund.
Jan. 23.....	Belt Line Storage & Warehouse Co., v. Kansas City Electric Light Co.	Monthly bill.	No overcharge.

Date, 1914.	Name.	Subject.	Disposal.
Jan. 23.....	W. E. Duncan, Mayor of Newburg. v. Newburg E. L. & P. Co.	Electric service.	New rules governing service filed.
Jan. 24.....	St. Joseph Commercial Club, v. Western Classification.	Classification on concrete pipe.	Advised to file formal complaint.
Jan. 24.....	M. Z. Joachim, v. C. R. I. & P. Ry. Co.	Space for loading ties at Versailles.	Loading space furnished.
Jan. 24.....	Schreiber Hay & Grain Co., v. M. K. & T. Ry. Co.	Rates on grain, Omaha to M.K. & T. points.	Interstate—no jurisdiction.
Jan. 24.....	Citizens of West Alton.	Depot conditions at West Alton.	Transferred to formal docket, Case <u>Y</u> No. 468.
Jan. 24.....	Himmelberger-Harrison Lumber Co., v. Frisco R. R. Co.	Freight and switching rates at Kansas City.	Advised to file formal complaint.
Jan. 24.....	J. D. Gerlach, v. Mo. Pac. and St. L. I. M. & S. Rys.	Rates on canned goods—state and interstate.	Authorities 101 and 105 issued permitting reduction of rates, as requested.
Jan. 24.....	T. E. Smith, v. Frisco R. R.	Rate on H. H. Goods, Clay Center to Springfield.	Advised proper rate, as requested.
Jan. 24.....	Citizens of Senath, v. Frisco R. R.	Unsatisfactory passenger service.	Transferred to formal docket, Case No. 340.



Date, 1914.	Name.	Subject.	Disposal.
Jan. 24.....	Citizens of Senath, v. Southwestern T. & T. Co.	Unsatisfactory telephone service.	Transferred to formal docket, Case No. 341.
Jan. 26.....	R. H. Garrett, v. M. K. & T. Ry.	Rates on corn.	Interstate—no jurisdiction.
Jan. 26.....	R. H. Fite, Mayor of Marionville, v. Frisco R. R. Co.	Charge for cement sidewalk.	Adjusted and case closed.
Jan. 26.....	McCoy Tanner Realty Co., v. Missouri Public Utilities Co.	Light rates for building at Silkeston.	Dropped by complainant.
Jan. 26.....	C. F. Shafer, v. Telephone Companies.	Excessive telephone rates at Malta Bend.	Advised to file formal complaint.
Jan. 26.....	W. T. Swope, v. Telephone Companies.	Excessive telephone rates at Warsaw.	Advised to file formal complaint.
Jan. 26.....	Montgomery & Montgomery, v. Telephone Companies.	Excessive telephone rates at Sedalia, for extension set.	Advised to file formal complaint.
Jan. 26.....	E. L. Morse, v. Mo & Kans. Telephone Co.	Unreasonable rates, Excelsior Springs to Kansas City.	Advised to file formal complaint.
Jan. 26.....	Chas. E. Gokerman, v. Kinloch Telephone Co.	Requiring payment of rental charges in advance.	Advised to file formal complaint.

Date, 1914.	Name.	Subject.	Disposal.
Jan. 26.....	Clark-Williams Construction Co., v. Mo. & Kansas Telephone Co.	Rates to Leeds Exchange from Kansas City.	Advised matter now before Commission in Case No. 32.
Jan. 26.....	Missouri Electric, Gas & Water Co., v. City of Calneville.	Reduction of quarterly bill because of failure to furnish street lighting service during 1913.	Matter adjusted and case closed.
Jan. 26.....	Updike Grain Co., v. Railroads.	Rates on grain, Omaha to Missouri points.	Interstate—no jurisdiction.
Jan. 26.....	Southern Serum Co., by Mark Summers, v. Frisco R. R. Co.	Stopping hogs in transit.	Interstate—referred to I. C. C.
Jan. 26.....	A. D. Murphy, v. Mo. Pac. Ry.	Charge for long car for live stock when short car was ordered.	Dropped by complainant.
Jan. 27.....	Hunkins-Willis Lime & Cement Co., v. Frisco R. R. Co.	Refusal to apply long and short haul clause on cement.	Adjusted and case closed.
Jan. 27.....	J. H. Davidson, et. al., v. C. & A. R. R. Co.	Flag stop for trains Nos. 10 and 11 at Gilham.	Advised to file formal complaint.
Jan. 28.....	Thos. J. Newburg, v. M. K. & T. Ry. Co.	Refusal to settle claim because not filed within time limit.	Interstate—no jurisdiction.
Jan. 28.....	Bolz-McBride Cooperaage Co., v. Railroads.	Application of lumber rates on lumber products.	Advised to file formal complaint.

Date, 1914.	Name.	Subject.	Disposal.
Jan. 28.....	N. L. Jones, v. Frisco R. R. Co.	Rate on hay.	Overcharge adjusted but unable to pay claim as P. O. returns mail unclaimed.
Jan. 28.....	J. M. Fullerton, v. Frisco & Iron Mountain RRs.	Train connection at Delta, Mo.	Trains will wait 20 minutes for connection.
Jan. 28.....	City of Boonville, v. Mo. Pac. Ry. Co.	Refusal to permit Enterprise Telephone Co. to operate in depot.	Contracts closed for service desired.
Jan. 29.....	John Clary, v. C. B. & Q. and Wabash RRs.	Sand rates from Ashland.	Interstate—advised to file with I. O. O.
Jan. 29.....	J. M. Sands, City Clerk of Naylor, v. St. L. I. M. & S. Ry.	Repair of crossing in Naylor.	Crossing made satisfactory.
Jan. 29.....	J. S. Vandergrift, v. Frisco R. R. Co.	Private crossing at farm, near Everton.	Crossing provided as requested.
Jan. 30.....	F. E. Rinehart, v. Q. O. & K. C. R. R.	Track storage charge at Edina.	Dropped by complainant.
Jan. 31.....	Metz Telephone Co., v. Round Top Telephone Co.	Physical connection.	Advised to file formal complaint.
Feb. 2.....	W. G. Saylor, v. Adams Express Co.	Rate on sorghum, Hopkins, Mo. to Boulder, Colo.	Dropped by complainant.

Date, 1914.	Name.	Subject.	Disposal.
Feb. 2.....	W. A. Collings, v. K. C. Electric Light Co.	Refusal to allow usual discount for payment of bill.	Bill paid after discount date; no discount due.
Feb. 2.....	H. E. Black, v. M. R. & B. T. Ry. Co.	Overcharge on cordwood.	Draft for \$12.73 paid complainant.
Feb. 2.....	Chas. Canning, v. O. G. N. Ry.	Failure to pay employees semi-monthly.	Closed—all mail returned unclaimed.
Feb. 3.....	International Shoe Co., v. M. K. & T. Ry. Co.	Failure to apply long and short haul clause on shipments of shoe findings.	Defendant refused permission to cancel long and short haul clause of Item 1745, P. S. C. No. 89.
Feb. 3.....	Butler County, by J. O. Chambers, County Clerk, v. St. L. I. M. & S. Ry. Co.	Bills for crossings.	Advised to file formal complaint.
Feb. 3.....	Kansas City Building Supply Co., v. Mo. Pacific and K. O. S. Railroads.	Overcharge on brick, Oskaloosa to Fortuna.	Overcharge acknowledged, and refund made.
Feb. 4.....	Lorwood Cooperae Co., v. Frisco and St. L. S. W. RRs.	Rate on rails.	Authority No. 117 issued permitting reduction.
Feb. 5.....	McCall & Sawyer, v. C. B. & Q. R. R. Co.	Rate on petroleum.	Refund of \$1.17 acknowledged.
Feb. 5.....	Himmelberger-Harrison Lumber Co., v. Frisco R. R. Co.	Rate on lumber.	Closed—proper rate assessed.

Date, 1914.	Name.	Subject.	Disposal.
Feb. 6.....	F. J. Vetter, v. Mo. Pac. and M. K. & T. Rys.	Overcharge on granite.	Interstate—no jurisdiction.
Feb. 6.....	St. Louis Vinegar & Older Co., v. Wabash R. R. Co.	Rate on returned empty vinegar barrels.	Adjusted—case closed.
Feb. 6.....	Public Service Commission, v. Metropolitan Street Ry.	Rule requiring closing of side door of mail cars by street railway employees.	Rule issued as requested.
Feb. 6.....	Public Service Commission, v. Wabash R. R.	Protection of crossing at Martinsburg.	Alarm bell provided and case closed.
Feb. 6.....	Public Service Commission, v. Mo. Pac. Ry.	Protection of crossing at Raytown Road, near Leeds.	Protection provided per suggestions made.
Feb. 6.....	Public Service Commission, v. K. C. S. Ry. Co.	Protection of crossings at Gillis and First Sts., Kansas City.	Watchmen provided.
Feb. 6.....	S. I. Major, City Clerk, Leeton, v. C. R. I. & P. and M. K. & T. Rys.	Street lights at crossings.	Transferred to formal docket.
Feb. 6.....	Chilhowee Telephone Co., v. Farmers Telephone Co.	Free telephone service at R. R. stations.	Dropped by complainant.
Feb. 6.....	Frank Bennet, v. C. B. & Q. R. Co.	Improper sale of ticket, Chillicothe to Maysville, and mixed up baggage at St. Joseph.	Commission no jurisdiction.
Feb. 6.....	St. Louis Dressed Beef & Produce Co., v. Missouri Pacific Ry.	Charge on live stock, account of value.	Expense bill cancelled.
Feb. 7.....	City Mills, v. C. & A. R. R.	Corn, to Fulton and New Bloomfield.	Interstate—referred to I. O. O.

Date, 1914.	Name.	Subject.	Disposal.
Feb. 7.....	Cooperage Traffic Bureau, v. Mo. Pacific and Mo. Southern R.Rs.	Rate on staves.	Rates furnished as requested.
Feb. 7.....	Adams Telephone Co., v. Farmers Telephone Co.	Telephone rates and service.	Dropped by complainant.
Feb. 9.....	Public Service Commission, v. O. & A. R. R. Co.	Clearance of clay chute prop at Fulton Brick Co.	Adjusted and case closed.
Feb. 9.....	W. O. Bryant Mercantile Co., v. Missouri Public Utilities Co.	Electric light rates at Charleston.	Bill properly rendered.
Feb. 9.....	S. P. Loebe, v. Mo. Public Utilities Co.	Electric light rates at Charleston for theater.	Bill properly rendered.
Feb. 9.....	E. Whyte Grocery, Fruit & Wine Co., v. Mo. & Kansas Telephone Co.	Change of rate for private branch exchange service.	Advised to file formal complaint.
Feb. 9.....	D. L. Spencer, v. Southwestern T. & T. Co.	Delay in delivery of night letter and delivery charges.	Dropped by complainant.
Feb. 9.....	Ed Fender, v. Mo. Pac. Ry. Co.	Loss of grain in transit.	Dropped by complainant.
Feb. 9.....	Junk rates, revision of, to South Dakota, St. Joseph, St. Louis, Kansas City and Springfield.	Revision of junk rates.	Western Classification Committee advises rates will be revised.
Feb. 10.....	J. L. Beck, v. Mo. Pac. Ry. Co.	Loss and damage claim.	Complainant acknowledges refund.
Feb. 10.....	B. Frank Ball, v. C. & A. R. R. Co.	Rate on grain from Iowa via other lines.	Interstate—no jurisdiction.
Feb. 10.....	Balley Brothers, v. C. B. & Q. R. R.	Cars for hay shipments.	Dropped by complainants.

Date, 1914.	Name.	Subject	Disposal.
Feb. 10.....	D. Edgar Fletcher, v. Ironton Mutual Telephone Co.	Telephone service and connections.	Desired service secured.
Feb. 10.....	Clarence Niblack, v. O. G. W. R. R.	Pay of employees on section.	Section will be placed in Missouri and employee paid semi-monthly.
Feb. 11.....	Continental Portland Cement Co., v. Frisco and Illinois Southern RRs.	Two line rates.	Information desired furnished.
Feb. 11.....	W. W. Green, v. O. R. I. & P. R. R.	Rates in general, account no joint haul.	Considered under formal case No. 424.
Feb. 11.....	Farmers Mercantile Co., v. Mo. Public Utilities Co.	Electric rates at Charleston.	Misunderstanding as to rates—explanation accepted.
Feb. 12.....	Stephen A. Davis, et. al., v. Q. O. & K. C. R. R.	Train service at Pattonsburg.	Advised to file formal complaint.
Feb. 12.....	Public Service Commission, v. K. C. S. and Mo. & N. A. RRs.	Equipping switches with 2 locks on portion of K. C. S. main line used by both companies.	Locks placed, as requested.
Feb. 12.....	Spears Steam Laundry, v. Adams Express Company.	Express service at Kirksville.	Former service restored.
Feb. 13.....	International Shoe Co., et. al., v. M. K. & T. Ry. Co.	Advance in P. S. O. Mo. No. 70 on leather.	Rates reinstated—authority No. 120 issued.
Feb. 13.....	Fletcher Cowherd R. E. & M. Co., v. Mo. & Kansas Telephone Co.	Increase of rates and change of service.	Advised to file formal complaint.
Feb. 13.....	L. C. Williams, v. Mo. & Kansas Telephone Co.	Charge for unexpired contract.	Dropped by complainant.
Feb. 13.....	W. D. Hibler, v. Railroads.	Rates on sheep, St. Joseph to Brunswick.	Dropped by complainant.

Date, 1914.	Name.	Subject.	Disposal.
Feb. 13.....	J. S. Kochitzky, v. Butler County R. R. Co.	Rates on lumber and machinery.	Information desired furnished.
Feb. 14.....	Kansas City Building Supply Co., v. A. T. & S. F. Ry. Co.	Shipments through Kansas City.	Request made to I. C. O. by defendant for permission to make reparation.
Feb. 14.....	Julius Kantorwitz, v. M. K. & T. Ry.	Checking baggage at Boonville on train No. 21.	Defendant denied handling baggage.
Feb. 14.....	Chas. Albemeyer, v. Railroads.	Demurrage on cars in bad order.	Dropped by complainant.
Feb. 16.....	D. F. Plazek, v. C. R. I. & P. Ry.	Train service at Waldron.	Advised to file formal complaint.
Feb. 16.....	Wm. B. Brost et. al., v. C. B. & Q. and Wabash RRs.	Train service at Randolph.	Advised to file formal complaint.
Feb. 16.....	McNeel Coal Co., v. C. & A. R. R. Co.	Delay to coal, Corder to Odessa.	Dropped by complainant.
Feb. 16.....	Public Service Commission, v. Railroads.	Bulletin covering protection of highway crossings at grade by members of train crew.	Necessary bulletin filed, as requested.
Feb. 17.....	E. S. Berry, v. Caruthersville Ice & Light Co.	Refusal to furnish electric light service.	Transferred to formal docket.
Feb. 17.....	Richard H. Kramer, v. St. Joseph Gas Co.	Charge for service extension.	Advised to file formal complaint.
Feb. 17.....	Richard H. Kramer, v. St. Joseph Water Co.	Minimum water rates.	Adjusted and case closed.
Feb. 18.....	W. H. Butts, v. Frisco R. R. Co.	Rate on bar iron, Lebanon to intermediate points.	Defendant required to apply Springfield rate to intermediate points.



Date, 1914.	Name.	Subject.	Disposal.
Feb. 18.....	J. O'Connell, v. Frisco R. R.	Depot at Franks.	New depot erected and case closed.
Feb. 18.....	Allen Curry, v. Frisco and C. G. N. RRa.	Depot at Perryville Junction.	Transferred to formal docket, Case No. 288.
Feb. 19.....	H. G. Wilson, Transportation Commissioner, v. M. K. & T. Ry.	Intra-city switching charge of \$3.00.	Rates effective; case closed.
Feb. 20.....	Pictrel Walnut Co., v. Frisco R. R. Co.	Mixed carload, logs and lumber.	Closed awaiting action under conference ruling
Feb. 21.....	All Packing Houses, v. Western Trunk Lines.	Circular No. 12, P. S. C. Mo. No. 24, p. 4, Item 158a.	Closed—no protest.
Feb. 21.....	Crane Company, v. Mo. & Kans. Telephone Co.	Rate for switchboard service.	Dropped by complainant.
Feb. 21.....	Madisonville Switchboard Co., v. New London Telephone Co.	Madisonville-New London physical connection	Advised to file formal complaint.
Feb. 21.....	C. W. Jones et. al., v. C. & A. R. R. Co.	Live stock to St. Louis.	Advised to file formal complaint.
Feb. 23.....	Through Mileage Rates (Central Brokerage Co.).	Through mileage rates.	Transferred to formal docket, Case No. 424.

Date, 1914.	Name.	Subject.	Disposal.
Feb. 23.....	DeSoto Roller Mills, v. Railroads.	Unjust discrimination.	Information requested, furnished.
Feb. 24.....	Keet & Rountree D. G. Co., v. Springfield City Water Co.	Sprinkler system and water charge.	Sprinkler service rates filed.
Feb. 23.....	J. J. McLellan, v. Mo. Public Utilities Co.	Refusal to furnish water in premises formerly owned by person who failed to pay water bills.	Matter corrected and water furnished.
Feb. 24.....	G. H. Lawson, v. Mo. & Kansas Telephone Co.	Increased rate for rural service.	Advised to file formal complaint.
Feb. 25.....	H. F. Sundberg, v. Mo. Pac. Ry. Co.	Misrouting of chautauqua outfit, Farmington to Greenfield.	Complainant instructed routing—proper rate assessed.
Feb. 25.....	Western Jobbers Ass'n., Denver, v. Frisco and C. B. & Q. RRs.	Rate on watermelons, Benton to St. Joseph, via St. Louis.	Adjusted and case closed.
Feb. 25.....	A. M. Watts, v. Frisco R. R. Co.	Charges on hay from Afton.	Closed; refund made on one shipment; no overcharge on other.
Feb. 26.....	Ben F. Bourne, v. Union Depot Co., St. Louis.	Failure to adjust claim for lost baggage.	Dropped by complainant.
Feb. 26.....	Claude Hardwick, v. C. B. & Q. and C. M. & St. P. RRs.	Dangerous crossings in Clay County.	Dropped by complainant.

Date, 1914.	Name.	Subject.	Disposal.
Feb. 26.....	J. R. Brandon, v. O. & A. R. R.	Delay to coal cars.	Cars delivered and case closed.
Feb. 26.....	Gideon Coopersage Co., v. Frisco R. R. Co.	Refusal of railroad to apply lumber rates to staves.	Advised to file formal complaint.
Feb. 26.....	B. Johnson & Son, v. Mo. Pac. and M. R. & B. T. RRs.	Failure to observe through mileage.	Closed—Commission holds through mileage not now applicable.
Feb. 26.....	Bonne Terre Roller Mills, v. Railroads.	Through mileage rate on flour.	Closed—information desired, furnished.
Feb. 27.....	Langenburg Bros. & Co., v. Frisco R. R. Co.	Refusal to apply mixed carload rates on corn and oats.	Defendant waives overcharge and adopts Commission's ruling.
Feb. 27.....	D. E. Killam, v. Wabash and St. L. & H. RRs.	Rate on rock crusher.	Information furnished and case closed.
Feb. 27.....	Berry County Good Roads Ass'n, v. Mo. & N. A. R. R. Co.	Chate, Joplin to Selligman.	Special rates cannot be permitted.
Feb. 27.....	Carlisle Commission Co., v. St. L. I. M. & S. and W. G. & St. L. RRs.	Rate on hay, St. Louis to Greenville.	Draft for \$20.82 paid complainant.
Feb. 27.....	O. M. Edwards, v. Frisco R. R.	Train service on Current River route.	Advised to file formal complaint.

Date, 1914.	Name.	Subject.	Disposal.
Feb. 28.....	R. R. Thompson, v. Mo. & N. A. R. R. Co.	Train connection at Seligman.	Connection arranged and case closed.
Mar. 2.....	J. R. Bush, v. M. K. & T. Ry.	Stopping trains and changing station.	Railroad agrees to keep platform in good condition.
Mar. 2.....	Arthur S. Young, v. Memphis Telephone Co.	Telephone service.	Advised to file formal complaint.
Mar. 4.....	R. P. Atwood & Co., v. O. G. W. & Wabash RRs.	Team track storage charge of \$4.00 in error.	Refund made in amount claimed.
Mar. 5.....	T. P. Halsey, v. Frisco R. R.	Platform facilities for freight shipments.	Platform rebuilt.
Mar. 5.....	J. W. P. Metts, v. Adams Express Co.	Overcharge on express shipments.	No overcharge shown.
Mar. 5.....	R. A. Knapp, Secretary U. O. T., v. M. K. & T. Ry.	Handling passengers on freight trains; merchandise car not carried next to caboose.	Position of merchandise car changed.
Mar. 5.....	J. J. Wilkinson, v. S. W. T. & T. Co.	Settlement for unused service.	Adjusted and case closed.
Mar. 6.....	A. S. Ennis, v. Frisco R. R. Co.	Local freight service; delay in delivery of shipments.	Service corrected.

Date, 1914.	Name.	Subject.	Disposal.
Mar. 6.....	Pettis County Court, v. Mo. Pac. Ry.	Grand Avenue grade crossing, Sedalia.	Bulletin issued governing speed of trains.
Mar. 6.....	J. L. Zeddler, v. St. Joseph Ry. L. H. & P. Co.	Rent of meter in vacant building.	Defendant required to refund minimum charges collected.
Mar. 7.....	Clay Robinson & Co., v. C. B. & Q. R. R. Co.	Rate on sheep and hogs—D. D. cars, Maitland to St. Joseph.	Draft for \$13.56 sent complainant.
Mar. 7.....	Union Telephone Co., v. Diamond Telephone Co.	Failure of connection for service and discrimination.	Advised to file formal complaint.
Mar. 10.....	J. O. Nichols, v. Mo. & Kansas Telephone Co.	Increase of private branch exchange rate \$2.00 per ringing service.	Advised to file formal complaint.
Mar. 10.....	Clara E. Butts, v. Mo. Pac. Ry. Co.	Wrong delivery of package.	Defendant refuses to pay claim.
Mar. 11.....	N. Morris, v. C. B. & Q. R. R.	Inadequate depot facilities at Wayland.	Satisfied and case closed.
Mar. 11.....	J. W. Jenkins Sons Music Co., v. Kansas City E. L. Co.	Change of rates.	Defendant offers to renew contract under rates on file.
Mar. 11.....	W. A. Shelton, v. Windsor L. H. W. & P. Co.	Electric light rates.	Copy of rates furnished complainant.

Date, 1914.	Name.	Subject.	Disposal.
Mar. 11.....	Mansfield & Ava Telephone Co., v. Jesse Mallett.	Unlawful building of telephone lines.	Transferred to formal docket, Case No. 342.
Mar. 12.....	Hon. Ham Grigg, v. C. B. & Q. R. R. Co.	Claim for \$17.55—three cases of eggs lost in transit.	Claim paid.
Mar. 12.....	William Don Carlos, v. M. K. & T. and C. R. I. & P. RRs.	Overhead and underground wire construction at R. R. crossings in Leeton.	Adjusted by contract insuring safe and satisfactory construction and maintenance.
Mar. 13.....	W. H. Marshall, Secretary S. W. Mo. Millers Club, v. Railroads.	Rates on grain to south and southwest.	Petition filed with I. O. C. and case presented.
Mar. 13.....	Lipscomb Grain & Seed Co., v. M. K. & T. Ry.	Demurrage charge on car of hay to Moberly.	Draft for \$25.00 sent complainant.
Mar. 14.....	Bemis Bros. Bag Co., v. Frisco R. R. Co.	Rate on shipment of burlap bags, St. Louis	Closed—rate reduced to proper basis, to McMullen.
Mar. 14.....	C. O. Walker, v. Mo. Pac. Ry.	Conductor's memo. No. 1165 for non-billing station.	Satisfied and case closed.
Mar. 15.....	Geo. M. Summers, v. Mo. Pac. Ry.	Train facilities to Harrisonville.	Arrangements made for freight trains to carry passengers.
Mar. 16.....	M. L. Lenz, v. Frisco R. R. Co.	Delay in delivery of furniture.	Service improved and case closed.

Date, 1914.	Name.	Subject.	Disposal.
Mar. 16.....	Alton Commercial Club, v. Thayer & Alton Telephone Co.	Toll charge on telegrams.	Dropped by complainants.
Mar. 16.....	Cassville Subscribers, v. Mitchell Telephone & Electric Co.	Increase in switching service rates.	Closed—no protest.
Mar. 17.....	Gideon-Anderson Lumber Co., v. Frisco R. R.	Additional switching on car 64512 from Gideon to St. Louis.	Charge properly assessed.
Mar. 17.....	Holt Summit & South Colley Imp. Ass'n., v. C. & A. R. R. Co.	Crossing bells at Bedsworth Crossing.	Pending.
Mar. 17.....	E. L. Alford, v. Center Telephone Co.	Discrimination in rates.	Dropped by complainant.
Mar. 17.....	Harwell & Harwell, v. St. L. I. M. & S. Ry.	Freight service between Poplar Bluff and Piedmont.	Satisfaction arranged for.
Mar. 18.....	Jessie G. May, v. Farmers Mutual Telephone Co.	Refusal to continue telephone service at Enon.	Dropped by complainant.
Mar. 18.....	H. J. Blanton, v. M. K. & T. Ry. Co.	Discrimination in rates on coal, etc.; also selling tickets to Kansas City and St. Louis.	Reduction in I. S. coal rates; through tickets placed on sale; chair car.
Mar. 18.....	E. J. Pierce, v. Mo. Pac. Ry.	Return portion of tourist ticket not used— failure to collect refund.	Refund made to complainant.

Date, 1914.	Name.	Subject.	Disposal.
Mar. 18.....	Public Service Commission, v. Q. O. & K. O. R. R.	Protection and elimination of grade crossings N. E. of Coffey, Mo.	Protection and elimination arranged for as suggested by Commission.
Mar. 19.....	C. H. Rodeheaver, v. Mo. Pac. Ry.	Rate on construction Iron, St. Louis to Jefferson City.	Transferred to formal docket.
Mar. 19.....	R. E. Lagrove, v. United Rys. Co.	Service on University City Line.	Transferred to formal docket.
Mar. 19.....	O. H. Storey, v. S. W. T. & T. Co.	Telephone rates at Senath.	Transferred to formal docket.
Mar. 19.....	Quernheim Sales Agency, v. Kinloch Telephone Co.	Discrimination in rates.	Pending.
Mar. 19.....	C. T. Strobach, v. Rolla Water Works Co.	Excessive minimum water charges	Transferred to formal docket, Case No. 360.
Mar. 20.....	Allee-Jordan Lumber Co., v. C. & A. R. R. Co.	Overcharge on lumber.	Through rate arranged for by C. & A. and M. K. & T., preventing future complaints.
Mar. 21.....	Park Telephone Co., v. Diamond Telephone Co.	Disconnected service.	Dropped by complainant.
Mar. 23.....	Ashland Theater, Kansas City, v. Kansas City Electric Light Co.	Auxiliary service rate.	Adjusted and case closed.



Date, 1914.	Name.	Subject.	Disposal.
Mar. 24.....	Hon. R. D. Rogers, Mexico, v. S. W. T. & T. Co.	Rate for rural service.	Satisfactorily adjusted and case closed.
Mar. 25.....	John P. Brinegar, v. Frisco R. R. Co. and W. U. Tel. Co.	Telegraph service at St. James.	Adjusted by day operator taking important night messages.
Mar. 25.....	J. B. Gilbert, v. M. K. & T. Ry.	Refusal to pay claim for loss in transit.	Company denies loss and refuses to pay claim.
Mar. 26.....	Eugene C. Edgar, v. St. L. I. M. & S. Ry. Co.	Commutation tickets between DeSoto and St. Louis.	Matter satisfactorily adjusted.
Mar. 27.....	R. E. Ferguson, v. O. & A. R. R. Co.	Refusal of agent to accept shipments offered.	Agent properly instructed.
Mar. 27.....	Caruthersville Commercial Club, v. Frisco R. R. Co.	Depot and train service at Caruthersville.	New depot constructed.
Mar. 27.....	M. Tleman, v. Mo. Pac. Ry.	Live stock service, Concordia to Kansas City.	Stock special arranged for, beginning May 28th.
Mar. 28.....	Roscoe L. Terry, v. O. B. & Q. R. R. Co.	Train service at Kidder.	Transferred to formal docket, Case No. 435.
Mar. 27.....	J. W. McGinnis, v. Frisco R. R. Co.	Charge of \$1.00 on hay at Thayer.	Dropped by complainant.

Date, 1914.	Name.	Subject.	Disposal.
Mar. 28.....	B. F. Marshall Merc. Co., v. St. L. I. M. & S. Ry.	Rate on watermelons, Blodgett to Kansas City.	Proper rate applied.
Mar. 29.....	Graham Grain Co. v. Frisco R. R. Co.	Delay in delivery of grain, Kansas City to Urich.	Service corrected and complaint satisfied.
Mar. 31.....	Versailles Commercial Club, v. Railroads.	Spotting cars.	Complaints referred to interstate movements only—no jurisdiction.
Mar. 31.....	W. J. Evans, Secretary International Vehicle Ass'n. v. Q. O. & K. O. R. R.	Rate on wagons, Edina to Farnell.	Draft for \$28.08 paid complainant.
Apr. 1.....	John Prince Crusher Co., v. A. T. & S. F. and K. C. S. RRs.	Overcharge on crushed rock, account interstate routing.	Permission granted to make reparation by I. O. O.
Apr. 1.....	A. T. Fuller, v. Louisiana Light, Power & Traction Co.	Increased gas rates.	Increase approved to prevent further discrimination in favor of various persons.
Apr. 1.....	Glencoe Lime & Cement Co., v. Mo. Pac. Ry. Co.	Overcharge on shipment of hay and grain.	Overcharge refunded.
Apr. 2.....	Jno. A. Wilson, v. Kansas City Home Telephone Co.	Directory service.	No refund due.
Apr. 2.....	Kansas City Southern Ry.	Telephone in depot at Drexel.	Information furnished and case closed.

Date, 1914.	Name.	Subject.	Disposal.
Apr. 3.....	C. R. Purdy, v.	Overcharge on excess baggage.	Five cents overcharge refunded.
	C. R. I. & P. Ry.		
Apr. 3.....	W. O. Bartholomew, v.	Discrimination.	Dropped by complainant.
	Kinloch Telephone Co.		
Apr. 3.....	W. B. Adcock, v.	Condition passenger station platform at Washburn.	Platform repaired
	Frisco R. R. Co.		
Apr. 3.....	O. M. Rogers, v.	Rate on returned empty vinegar barrels.	Railroads refuse to extend rate to empty pickle barrels.
	C. B. & Q. R. R. Co.		
Apr. 4.....	United Commercial Travelers, v.	Refusal to permit passengers on freight trains on Fulton Branch.	Closed—no jurisdiction.
	C. & A. R. R. Co.		
Apr. 5.....	A. A. Willoughby, v.	Insufficient loading space at Dunn.	Closed—no more space available.
	Frisco R. R. Co.		
Apr. 6.....	W. H. Service, v.	Slow service, Kansas City and St. Louis to Hughesville.	Satisfied.
	Mo. Pac. Ry.		
Apr. 7.....	R. A. Knapp, v.	Passenger service between Bismarck and Charleston.	Additional passenger service furnished by mixed trains.
	St. L. I. M. & S. Ry.		
Apr. 7.....	R. A. Knapp, v.	Depot conditions at Mingo; failure to furnish ice water, post bulletin boards or to advise of delayed trains by 'phone.	Matters corrected.
	Frisco R. R. Co.		

Date, 1914.	Name.	Subject.	Disposal.
Apr. 7.....	R. A. Knapp, v. Terminal R. R. Ass'n.	Condition of Union Station, St. Louis, in summer.	Defendant advises station is sanitary and in good condition.
Apr. 7.....	R. A. Knapp, v. Butler County R. R. Co.	Charge of 42c per 100 pounds excess baggage, Poplar Bluff to Quin, 21 miles.	Closed P. S. C. Mo. No. 3, effective 7-10-14, reduces excess baggage rate.
Apr. 7.....	John Freeman & Son, v. Frisco R. R. Co.	Rate on potatoes.	Proper rate assessed.
Apr. 8.....	Alf. D. Smith, v. Webster County Telephone Co.	Increased rates, refusal to furnish service, etc.	Complaint satisfied.
Apr. 9.....	Schleer Brothers, v. M. K. & T. Ry.	Overcharge on shipment of pumps.	Refund acknowledged.
Apr. 11.....	United Commercial Travelers, v. M. K. & T. Ry.	Withdrawal of trains 1 and 2.	Mixed trains 73 and 74 furnished.
Apr. 13.....	The Origler & Origler Co., v. Mo. & Kansas Telephone Co.	Advance payment of rental charges.	Dropped by complainant.
Apr. 13.....	G. W. Hensley, v. E. H. Wolfskill.	Illegal operation of telephone system at Bedford, Mo.	No jurisdiction.
Apr. 14.....	St. Joseph Commercial Club, v. C. B. & Q. & Wabash R.Rs.	Through rates, Moberly to St. Joseph.	Proper rate supplied.

Date, 1914.	Name.	Subject.	Disposal.
Apr. 14.....	Public Service Commission, v. Wabash R. R.	Protection of crossing at Keytesville.	Electric alarm bell installed.
Apr. 14.....	Public Service Commission, v. Wabash R. R. Co.	Protection of crossing at Wellsville.	Electric alarm bell installed.
Apr. 14.....	Public Service Commission, v. Wabash R. R. Co.	Protection of crossing at Huntsville.	Electric alarm bell installed.
Apr. 14.....	Public Service Commission, v. C. B. & Q. R. R. Co.	Repairs of interlocking plant at Machens.	Required repairs made.
Apr. 14.....	Public Service Commission, v. C. B. & Q. R. R. Co.	Repairs of interlocking plant at Old Monroe.	Pending.
Apr. 16.....	Berger Telephone Co., v. J. R. Holland.	Illegal operation and extension of telephone lines in Osage County.	Transferred to formal docket, Case No. 380.
Apr. 19.....	Public Service Commission, v. M. K. & T. Ry. Co.	Protection of crossing at Mile Post 99.31, Hannibal Division.	Signal bell installed.
Apr. 20.....	Reynolds County Telephone Co., v. Southwestern T. & T. Co.	Rate for long distance service, Piedmont to Greenville.	Complaint satisfied.
Apr. 20.....	J. D. Roller, v. Cassville Electric & Telephone Co.	Refusal to make telephone connection.	To be considered with Case No. 390.

Date, 1914.	Name.	Subject.	Disposal.
Apr. 21.....	J. P. L. Jones, v. Wells, Fargo & Co. Express.	Overcharge on shipment of meat from Kansas City.	Commodity was meat tools—no overcharge.
Apr. 21.....	Chas. A. Habini, v. Southwestern T. & T. Co.	Discontinuance of telephone slot machines.	Complaint adjusted.
Apr. 21.....	Newburg Telephone Co., v. Pioneer Telephone Co.	Encroachment on territory of complainant.	Complaint satisfied.
Apr. 21.....	Public Service Commission, v. K. C. C. & S. Ry. Co.	Dangerous crossing near Harrisonville.	Pending.
Apr. 22.....	B. F. Ford, v. Frisco R. R. Co.	Overcharge on shipment from Cabool, Mo., to Coffeyville, Kansas.	Interstate shipment—no jurisdiction.
Apr. 22.....	W. T. Spencer, v. City Light & Traction Co.	Refusal to supply electric service.	Adjusted.
Apr. 22.....	J. T. Tooloose, Fulcom, v. M. R. & B. T. Ry. Co.	Inadequate cattle loading facilities.	New stock pens furnished.
Apr. 23.....	W. R. Scott, v. Mo. & N. A. R. R. Co.	Train service at Washburn.	Closed—Frisco owns tracks and refuses to permit defendant to do local business.
Apr. 24.....	Benj. Vieth & Co. v. Adams Express Co.	Overcharge on two cases of eggs.	Refund paid on all shipments moving from Feb. 10 to Apr. 15, 1914, under authority 211.

Date, 1914.	Name.	Subject.	Disposal.
Apr. 25.....	Brown-DeField Grain Co., v. Mo. Pac. Ry. Co.	Refusal to pay claims presented after April 1st.	Refusal based on ruling of I. O. O., because claims not presented within 4 months.
Apr. 25.....	Sanford K. Ruffin, v. Wells, Fargo & Co. Express.	Overcharge on express shipments.	Overcharge refunded.
Apr. 25.....	Frank Kowalsky, v. Southwestern T. & T. Co.	Refusal to place direct telephone line in residence.	Desired service installed.
Apr. 28.....	Jennings-Woodland Improvement Ass'n., v. Wabash R. R. Co.	Dangerous crossing at Hord Ave., Benavis, St. Louis County.	Improvements made as required by Commission.
Apr. 28.....	Public Service Commission, v. Frisco R. R. Co.	Requirements of annual inspection of 1913.	Pending.
Apr. 28.....	T. H. Cloud, v. Mo. & Kansas Telephone Co.	Withdrawal of free service between Pleasant Hill, Greenwood and Strasburg.	Withdrawal necessary under P. S. O. Law, to avoid discrimination.
Apr. 28.....	Miss Lella Gilliam, Kansas City, v. Brunswick Telephone Co.	Discrimination in collection of telephone rent.	Refund acknowledged and case closed.
Apr. 29.....	Tom Ray, v. Frisco R. R. Co.	Overcharge on lumber and shingles, Kennett to Hornersville.	Proper rate charged.
May 2.....	A. D. Cooper, v. Buffum Telephone Co.	Refusal to furnish service and excessive charges.	Desired service provided.

Date, 1914.	Name.	Subject.	Disposal.
May 4.....	Discontinuance of M. K. & T. trains Nos. 1 and 2.	Train service by M. K. & T. Ry.	Advised to file formal complaint.
May 4.....	J. T. Englebrecht, v. Wells, Fargo & Co. Express.	Overcharge on box of meat.	Overcharge refunded.
May 4.....	Festus Glass Co., v. Frisco R. R. Co.	Discrimination in rate from Johnstown, Ill., to Festus and Crystal City, Mo.	Interstate—no jurisdiction.
May 4.....	Public Service Commission, v. Mound City Ice and Cold Storage Co.	Dangerous trolley wires in vicinity of Wright and Brandt Streets, St. Louis.	Wires raised to required height.
May 4.....	W. R. Costello, v. Kinloch Telephone Co.	Excessive for telephone party line.	Complaint satisfied.
May 4.....	Sacred Heart Church, Florissant, v. Electric Company of Missouri.	Discrimination and excessive light rates.	Proper rates assessed; and no discrimination shown.
May 4.....	Sonken-Galamba I. & M. Co. v. C. & A. R. R. Co.	Discrimination in iron rates, K. C., to Independence and reverse movement.	New rates filed.
May 4.....	Franklin County Highway Engineer, v. C. R. I. & P. Ry.	Dangerous crossing near Union.	Adjusted.
May 5.....	C. O. McCaskill, v. Frisco R. R.	Side gate closed, and overcharge on passenger fare, Seligman to St. Louis.	Gate opened and refund to proper rate made.



Date, 1914.	Name.	Subject.	Disposal.
May 5.....	Ward Drug Co., v. Kansas City E. L. Co.	Assessment of penalty for failure to pay bill by date fixed by rules.	Refund of overcharge acknowledged.
May 6.....	August Selken, v. Mo. Pac. Ry. Co.	Passenger train service at Smithton.	Advised to file formal complaint.
May 6.....	Wm. B. Ittner, v. Southwestern T. & T. Co.	Unsatisfactory service over both residence and office phones.	Complaint satisfied.
May 8.....	Lucien E. May, v. C. R. I. & P. Ry. Co.	Stopping Train No. 12 on flag at Mercer.	Adjusted satisfactorily.
May 8.....	A. H. Hirst, v. Mo. Pac. Ry.	Loss and damage to watermelons.	Check for \$190.00 paid complainant.
May 9.....	T. J. Wornall, v. Wabash R. R. Co.	Unsatisfactory service and conditions at Excelsior Springs Junction.	Matters adjusted except new depot; advised to file formal complaint.
May 9.....	Anderson Carriage Co., v. K. C. Electric Light Co.	Refusal to allow discount on monthly bill when letter is delayed.	Commission ruled letters must be posted before midnight to secure discount.
May 12.....	James Guy, v. Home Telephone Co.	Advance payment for service.	Matter adjusted.
May 13.....	P. C. Wehner, v. St. Louis County Gas Co.	Refusal to extend gas mains.	Desired extension arranged for.
May 15.....	G. T. Weatherby, v. A. T. & S. F. Ry. Co.	Clearance of bridge near Brashear.	Pending.
May 17.....	Chas. Breedlove, v. C. B. & Q. R. R.	Stopping trains 12 and 13 at West Quincy.	Train 13 stopped on flag.
May 18.....	Jos. L. Rauch, v. C. B. & Q. R. R.	Overcharge on excess baggage, Bellflower to St. Louis.	Refund acknowledged and agent properly instructed.

Date, 1914.	Name.	Subject.	Disposal.
May 19.....	Holden Home Telephone Co., v. Citizens Mutual Telephone Co.	Free telephone service in Mo. Pac. and M. K. & T. depots at Holden.	Pending.
May 19.....	St. Joseph Ry. L. H. & P. Co., v. St. Joseph Stock Yards Co.	Overcharge on bills paid for service since April 15, 1913.	Refund made as claimed.
May 20.....	Dr. T. H. Walton et al., v. Southwestern T. & T. Co.	Unsatisfactory service, due mainly to obsolete equipment.	New switchboard installed; complaint satisfied.
May 20.....	Thos. J. Beardslee, v. St. L. S. W. Ry. Co.	Refusal to accept money offered for fare-ticket office 40 yards from right-of-way.	Dropped by complainant.
May 20.....	Dr. F. M. Vessells, v. C. G. N. Ry.	Condition of track and discontinuance of service.	Train service improved.
May 20.....	Bollvar Commercial Club, v. Frisco R. R. Co.	Change of train schedule on High Line.	Change of service necessary because of depot conditions in Kansas City.
May 20.....	M. S. Hansladen, v. United Rys. Co.	Handling dogs on street cars.	Defendant refuses to handle dogs on street cars.
May 20.....	B. Johnson & Son, v. Frisco R. R. Co.	Demurrage—account bunching cars.	Overcharge amounting to \$129.00 paid complainant.
May 20.....	F. L. Dawson, v. O. B. & Q. R. R. Co.	"Dynamite train" extended from Hannibal to Old Monroe.	Advised to file formal complaint.
May 20.....	Automobile Club of St. Louis, v. O. R. I. & P. Ry.	Protection of Ledau Road Crossing, St. Louis County.	Electric alarm bell provided.
May 21.....	O. T. Dalton, v. Frisco R. R. Co.	Stock pens at Wyatt.	Stock pens furnished.
May 21.....	E. E. Fenner et al. v. Mo. Pac. Ry.	Shade and scales at stock yards, Grand Pass.	Shade provided but refuse to install scales; no law to compel such installation.

Date, 1914.	Name.	Subject.	Disposal.
May 23.....	Adrian Steel, v. Frisco R. R. Co.	Shelter for passengers at Yada.	Refused; advised to file formal complaint.
May 25.....	Jos. F. Chilton, Prosecuting Attorney, v. Castor Valley Telephone Co.	Unsatisfactory service.	No jurisdiction—purely mutual company.
May 25.....	Ironton Telephone Co., v. Farmers Mutual Telephone Co.	Discontinuance of connection with complainant's exchange.	Dropped by complainant.
May 25.....	Star Clothing Co., v. M. K. & T. Ry. Co.	Rates on car load shipments of duck, drill, etc.	Adjusted.
May 27.....	Denison Clay Co., v. M. K. & T. Ry. Co.	Rate on hollow building tile to Jefferson City as compared with rate to Sedalla and Boonville.	Rate adjusted.
May 27.....	Newcomb Bros. Wall Paper Co., v. Kinloch Telephone Co.	Charge for removal of telephone and telephone pole	Dropped by complainant.
May 28.....	Bolz-McBride Coöperage Co., v. Frisco R. R. Co.	Overcharge on shipment of staves, Tyler to St. Louis.	Authority No. 210 authorized reparation.
May 28.....	Metzner Stove Repair Co., v. Kansas City Electric Light Co.	Rate for charging automobile between 4 and 10 P. M.	Advised to file formal complaint.
May 29.....	J. C. Turnage, v. A. T. & S. F. and Wabash R. Rs.	Train connection at Lexington Junction.	Agreed motor car will wait 10 minutes for Wabash train 103, when Wabash notifies Santa Fe of passengers.
May 31.....	E. W. Preston, v. Mo. Pac. Ry. Co.	Overcharge on twine, St. Louis to Carthage.	\$1.13 forwarded to complainant in settlement.
June 1.....	Enterprise Telephone Co., v. M. K. & T. Telephone Co.	Long distance service, Boonville to Kansas City.	Corrected.
June 2.....	R. E. Wendleton, v. Farmers' Telephone Co.	Refusal to furnish service for complainant's telephone station at Fortuna.	Transferred to formal docket, Case 417.

Date, 1914.	Name.	Subject.	Disposal.
June 3.....	Jefferson City Pant Co. V.	Rate for power service.	Advised to file formal complaint.
June 3.....	Jefferson City L. H. & P. Co. Mayor Waters, Vandalla, C. & A. R. Co. V.	Passenger train service.	Advised to file formal complaint.
June 5.....	Alfred Morgan, V.	Meter and meter deposit, at Dexter.	Practice explained and case closed.
June 5.....	Mo. Public Utilities Co. A. W. Douglas, V.	Unsatisfactory telephone service.	Adjusted.
June 5.....	Southwestern T. & T. Co. L. A. Meyer, V.	Passenger shelter at Emma.	Work of building station under way.
June 7.....	Mo. Pac. Ry. Co. E. R. Fletcher, V.	Passenger service at Unionville.	Federal injunction prevents action at this time.
June 9.....	C. B. & Q. R. R. McCaskey & Musselman, V.	Discontinuance of train No. 12 at Winston.	Advised to file formal complaint.
June 9.....	C. R. I. & P. Ry. Francis A. Wright, V.	Unsatisfactory local service.	Corrected.
June 10.....	Kansas City Home Telephone Co. J. E. Wright, V.	Unsatisfactory service, local and long distance.	No just cause for complaint.
June 11.....	Columbia Telephone Co. Dawson Brothers, V.	Overcharge on mixed shipments of hogs and sheep.	Draft for \$15.40 sent complainant.
June 12.....	C. B. & Q. R. R. J. M. Settle, V.	Rate for moving picture show at New Franklin.	Adjusted.
June 15.....	Home Electric Co. E. C. Brand, V.	Temporary track at Mayview for apple loading.	Adjusted.
	C. & A. R. Co.		

Date, 1914.	Name.	Subject.	Disposal.
June 15.....	Citizens of Bloomfield, v. Southwestern T. & T. Co.	Unsatisfactory service.	Corrected.
June 15.....	H. H. Cook, v. C. B. & Q. R. R.	Condition of bridge near Hannibal.	Repairs made, as requested.
June 16.....	Rev. W. Garnett Alcorn, v. Southwestern T. & T. Co.	Discriminatory rates at Monroe City.	Adjusted.
June 17.....	Louis Obert Brewing Co., v. Frisco R. R. Co.	Refusal to observe long and short haul statutes.	Satisfied.
June 17.....	Conrad Kuebler, v. St. Louis City Water Department.	Extension of water mains in North St. Louis.	Advised to file formal complaint.
June 17.....	Dr. Geo. F. Townsend, v. Mo. & Kansas Telephone Co.	Discrimination in rates in Sedalia.	Corrected.
June 17.....	Harry L. Hart, v. Kansas City Home Telephone Co.	Payment of rental in advance.	No just cause for complaint.
June 19.....	O. W. Carter, v. Mo. Pac. Ry. Co.	Failure to furnish cars as ordered.	Transferred to formal docket, Case 525.
June 19.....	Public Service Commission, v. Mo. & N. A. R. R. Co.	Requirements of inspection of May 7, 1914.	Pending.
June 20.....	Taff & Ross, v. Frisco R. R. Co.	Agency at Bangert.	Ticket agent installed.
June 20.....	Paxton's Cafe, v. Wells, Fargo & Co., Express.	Rate on soda pop. Macon to Ethel.	Overcharge of \$1.96 paid complainant.
June 22.....	W. E. Williams, v. O. & A. R. R. Co.	30c per ton switching charge on coal at Marshall.	No overcharge, as complainant is using defendant's team track.

Date, 1914.	Name.	Subject.	Disposal.
June 22.....	Public Service Commission, v. Casaville & Western R. R.	Requirements of inspection report of May 7, 1914.	Pending.
June 22.....	Chas. S. Siff, v. Southwestern T. & T. Co.	Commission on pay station telephone.	No jurisdiction.
June 23.....	National Veneer Package Co., v. Frisco R. R. Co.	Claims for violation of long and short haul clause.	Claims paid in full.
June 23.....	Mueller-Keller Candy Co., v. Western Classification.	Fastening on top of candy pall.	Complaint withdrawn.
June 24.....	Blattner Bros. Mercantile Co., v. American T. & T. Co.	Long distance rates.	Complaint satisfied.
June 24.....	Alverson Ice & Power Co., v. Frisco R. R. Co.	Refusal to furnish refrigerator cars for ice shipments.	Advised to file formal complaint.
June 25.....	Clay, Robinson & Co., v. C. B. & Q. R. R.	Overcharge on D. D. car sheep and hogs.	Refund of \$13.56 paid complainant.
June 26.....	Townley Mfg. Co., v. St. L. S. W. Ry. Co.	Spiked switch at Heagy.	Switch opened.
June 26.....	Edwards Brick Co., v. Wabash R. R. Co.	Excessive rate on brick, etc., Columbia to Kirksville and other points.	Satisfied.
June 27.....	Kansas City Building Supply Co., v. A. T. & S. F. Ry. Co.	Transferring carload shipments to other cars.	Corrected.
June 30.....	Dr. W. J. Hardesty, v. Railroads.	Delay in delivery of mail at Middletown.	No jurisdiction—matter for Postmaster General.
July 1.....	Public Service Commission, v. Kansas City Southern Ry. Co.	Requirements of inspection report of May 5-6, 1914.	Pending.

Date, 1914.	Name.	Subject.	Disposal.
July 1.....	T. P. Plumridge, v. Southwestern T. & T. Co.	Discontinuance of service for non-payment of bill 25 days after service rendered.	No just cause for complaint.
July 1.....	Mrs. H. E. Coleman, v. Mo. & Kansas Telephone Co.	Refusal to permit transfer of messages between two phones in private residence.	Closed by O. C. 364.
July 1.....	Oregon & Forest City Telephone Co., v. O. B. & Q. R. R. Co.	Telephone in depot at Forbes, Mo.	Dropped by complainant.
July 1.....	W. W. Jackson, v. Mo. Pac. Ry. Co.	Telephone in depot at Metz.	Telephone installed.
July 2.....	C. E. DeWever, v. West St. Louis Water & Light Co.	Overcharge on water.	Transferred to formal docket, Case No. 479.
July 3.....	B. Johnson & Son, v. Terminal Ry. Co.	Demurrage charges.	Dropped by complainant.
July 3.....	Dr. C. M. Sneed, v. Columbia Telephone Co.	Change of telephone number and refusal to give parties calling the new number.	Satisfied.
July 3.....	Mrs. Belle Denny, v. Southwestern T. & T. Co.	Refusal to furnish service except under yearly contract.	No just cause for complaint.
July 6.....	Fred P. Sackbauer, v. West St. Louis Water & Light Co.	Overcharge on water.	No overcharge found
July 7.....	Webb City-Joplin Concrete Supply Co., v. Mo. Pac. Ry. Co.	Rate on chats.	Refund made as claimed.
July 7.....	Mrs. H. E. Coleman, v. Kinloch Telephone Co.	Refusal to permit transfer of messages between two phones in private residence.	Adjusted.
July 7.....	Wm. Placke, v. Frisco R. R. Co.	Rate on fence posts.	Complaint withdrawn

Date, 1914.	Name.	Subject.	Disposal.
July 8.....	V. A. Klingberg, v. Kirksville L. P. & I. Co.	Charges for break-down service.	Special rate for "break-down" service permitted but must be filed with Commission.
July 8.....	W. S. Cox, v. Southwestern T. & T. Co.	Unsatisfactory service to rural subscribers in vicinity of New Franklin.	Satisfied.
July 8.....	J. A. Alexander & Son, v. American Express Co.	Rate on eggs and poultry to Hartsburg as compared with Columbia.	Columbia rates published to Hartsburg and intermediate points.
July 9.....	Prof. M. F. Miller, v. M. K. & T. Ry.	Rate on manure to Schell City.	Defendant refused to reduce rate.
July 9.....	John Gill Construction Co., v. Mo. Pac. Ry. Co.	Rate on gravel, Pacific to Jefferson City.	Defendant refuses to apply crushed rock rate on gravel.
July 9.....	Payne Commission Co., v. Frisco R. R. Co.	Equipment for poultry shipments, Conway to St. Louis.	Stock car placed in local every other day for poultry shipments.
July 9.....	Louis E. Balson, v. West St. Louis Water & Light Co.	Overcharge on water.	No overcharge found.
July 9.....	Wright-Dalton-Bell-Anchor Store Co., v. Mo. Public Utilities Co.	Discriminatory rates under contracts at Poplar Bluff.	Parties to confer and try to effect settlement.
July 13.....	Public Service Commission, v. C. G. W. R. R. Co.	Requirements of inspection report of May 14, 1914.	Pending.
July 13.....	Rice & Petty Hardware Co., v. Campbell Mill & Light Co.	Excessive minimum charge.	Dropped by complainant.
July 14.....	Carthage Commercial Club, v. Frisco & Mo. Pac. R. R.	Rate on shoe findings and manufactured products in and out of Carthage.	Adjusted.
July 14.....	W. W. Botts, v. O. & A. R. R.	Overcharge on rails, Kansas City to Mexico.	Dropped by complainant.



Date, 1914.	Name.	Subject.	Disposal.
July 14.....	B. L. Keefer, v. Electric Co. of Missouri.	Excessive charge for extension of electric service lines.	No overcharge found.
July 14.....	Calnen Ice Co., v. City of Richmond.	Excessive charge for water service.	Advised to file formal complaint.
July 15.....	Caruthersville Commercial Club, v. Frisco R. R. Co.	Failure to operate St. Louis—Memphis train through Caruthersville, causing mail delay.	No delay of mail by change in service.
July 15.....	T. B. Coppage, v. Springfield Traction Co.	Failure to stop cars at McDaniel and South Sts.	Advised to file formal complaint.
July 16.....	John Feldwisch, v. M. K. & T. Ry.	Overcharge on shipment of salt, St. Louis to Pleasant Green.	No overcharge found.
July 17.....	Star Clothing Co., v. Mo. Pac. Ry. Co.	Rate from Jefferson City to neighboring towns; also reverse movement to Sedalia.	Complaint satisfied.
July 17.....	E. E. Laughlin, v. F. A. Scholler.	Excessive charge for telephone switching service.	No just cause for complaint.
July 18.....	Best Clymer Mfg. Co. v. Light & Development Co.	Excessive heating and lighting rates.	Advised to file formal complaint for relief from special contract.
July 18.....	Bonne Terre Lumber Co., v. M. R. & B. T. Ry. Co.	Overcharge on lime, Ste. Genevieve to Bonne Terre.	\$6.43 overcharge refunded.
July 20.....	J. R. Rackliffe, v. K. C. C. & St. J. Ry. Co.	R. R. fare, St. Joseph to Sparta Road.	Advised to file formal complaint.
July 21.....	W. J. Evans, v. C. M. & St. P. Ry.	Demand for additional payment on shipment of wagons.	Dropped by complainant
July 21.....	J. F. McCrany, v. Humansville E. L. Co.	Refusal to furnish service for moving picture show.	Dropped by complainant.

Date, 1914.	Name.	Subject.	Disposal.
July 21.....	Thos. M. Kane, v. Laclede Gas Light Co.	Objection to cash deposit.	Deposit reduced.
July 21.....	Public Service Commission, v. Versailles Telephone Co.	Discrimination in toll rates for non-subscribers, Versailles and Kaufman.	Dropped by complainant.
July 22.....	W. R. Logan, v. Wabash R. R. Co.	Unsatisfactory service, holding of shipments and delay in delivery.	Adjusted.
July 22.....	Bell Oil Co., v. Frisco R. R. Co.	Rate on oil, St. Louis to Cooter	Refund made as claimed.
July 23.....	W. W. Hubbell, v. C. R. I. & P. R. R.	Railroad fare, Trenton to Sedalia.	Defendant advised agent proper charge and offers to make refund to all parties presenting proper evidence of overcharge. Settlement acknowledged.
July 23.....	E. J. McGrew, v. Mo. Pac. Ry. Co.	Rate on crush rock, Pixley to Mayview.	
July 23.....	Walter C. Hecker, v. Southwestern T. & T. Co.	Toll charges between St. Louis and Webster Groves.	Complaint withdrawn.
July 24.....	Wm. L. Stahl, v. K. C. C. O. & St. J. R. R.	Crowded condition of cars.	Advised to file formal complaint.
July 24.....	J. J. Collister, v. M. K. & T. Ry. Co.	Violation long and short haul clause, Hannibal to Fayette and North Jefferson.	Corrected.
July 24.....	Public Service Commission, v. K. C. C. & S. Ry. Co.	Requirements of inspection report of June 8-9, 1914	Pending.
July 24.....	H. C. Lelpner & Co., v. Kansas City E. L. Co.	Excessive light rates.	Charges made to conform to rates on file.
July 24.....	C. D. Radford, v. Mo. & Kans. Telephone Co.	Discontinuance of long distance toll rates in directory.	Closed—no cause for complaint.

Date, 1914.	Name.	Subject.	Disposal.
July 24.....	F. M. Hemann, Mayor, et al., v. C. R. I. & P. Ry. Co.	Crossing on Olive St., Meta, Mo.	Advised to file formal complaint.
July 24.....	Stupp Brothers B. & I. Co., v. Frisco R. R. Co.	Rate on bridge iron to Jackson, Mo.	Overcharge of \$11.98 refunded.
July 24.....	City Clerk of Neosho, v. Mo. & Kans. Telephone Co.	Unsatisfactory telephone service.	Adjusted.
July 25.....	Miller Wagon Co., v. Q. O. & K. C. R. R.	Advance in rates.	Q. O. & K. C. R. R. has filed petition to advance rates.
July 25.....	S. W. Albright, v. West St. Louis W. & L. Co.	Refusal to furnish water to residence because former occupant owes defendant \$4.00.	Adjusted and service furnished.
July 25.....	S. W. Jenkins, v. Frisco R. R. Co.	Lack of freight station or warehouse at Winkler.	Defendant refuses to furnish facilities—complainant advised.
July 27.....	Lackland Feed & Coal Co., v. C. R. I. & P. Ry. Co.	Refusal of space for team track.	Satisfactory arrangements made.
July 29.....	B. Johnson & Son, v. C. G. N. Ry.	Refusal to refund overcharge.	Closed claim based on Sec. 3241, which defendant refuses to apply.
July 29.....	W. F. Mathews, v. C. R. I. & P. Ry. Co.	Rate on shipment of alfalfa, hay and syrup.	Proper rate assessed.
July 29.....	Arthur Kaufmann, v. Richards Telephone Co.	Discontinuance of rural lines because certain subscribers live within Richards territory.	No cause for complaint found.
July 29.....	C. C. Moore, v. C. & A. R. R. Co.	Refusal to lease ground on right-of-way at Vandalia for warehouse.	Closed—no jurisdiction.
July 30.....	Paul J. Pirmann, v. Western Union Telegraph Co.	Unsatisfactory service from Fulton.	Investigated and satisfied.

Date, 1914.	Name.	Subject.	Disposal.
July 30.....	G. B. Silvermann, v. Kansas City Home Telephone Co.	Charge for bold face type listing in directories.	Complaint withdrawn.
July 30.....	Harris Brothers, Miami, v. Mo. & Kans. Telephone Co.	Failure to ratify with Miami Independent Telephone Co. for handling business.	Adjusted and complaint withdrawn.
July 30.....	Mrs. Robt. Taylor, v. Kinloch Telephone Co.	Refusal to remove phone without payment of another quarter's rent.	Advised to file formal complaint.
July 31.....	J. L. Clevenger, et. al., v. Kansas City Long Distance Telephone Co.	Unsatisfactory service at Excelsior Springs, and increase of rates.	Dropped by complainants.
July 31.....	T. W. McKee, et. al., v. Missouri Union Telephone Co.	Unsatisfactory long distance service at Windsor.	Adjusted.
Aug. 1.....	M. Koetting, v. Mo. Pac. Ry. Co.	Refusal to deliver freight before 11 A. M. at Bonnots Mill.	Corrected and satisfied.
Aug. 1.....	Border Hunting & Fishing Club, by J. S. Leahy, v. Southwestern T. & T. Co.	Refusal to furnish service over line built by club, but require new line.	Dropped by complainants.
Aug. 3.....	C. H. Benton, v. K. C. C. C. & St. J. Ry. Co.	Unsatisfactory service.	Advised to file formal complaint
Aug. 5.....	K. C. Building Supply Co., v. A. T. & S. F. Ry. Co.	Movement of brick, Oskaloosa to Hardin.	Reparation request filed with I. O. C.
Aug. 6.....	Public Service Commission, v. O. B. & Q. R. R. Co.	Condition of Washington St. viaduct, Lancaster, Mo.	Requested repairs made.
Aug. 6.....	Public Service Commission, v. O. M. & St. P. Ry. Co.	Requirements of inspection report of May 15, 1914.	Pending.
Aug. 7.....	Public Service Commission, v. Mo. Pac. Ry. Co.	Overcharge of 80c. on shipment of paper mailing tubes.	Excess charges cancelled.

Date, 1914.	Name.	Subject.	Disposal.
Aug. 8.....	J. R. Helfrich, v. Mo. Pac. Ry.	Service and insanitary condition of waiting room at Enon.	Room cleaned but no agent furnished, account insufficient business.
Aug. 10.....	A. B. Warner, v. Kirksville Light, Power & Ice Co.	Excessive commercial minimum charge.	Boarding houses not to be charged business lighting rate.
Aug. 10.....	Dr. U. G. Orandall, v. St. Joseph Gas Co.	Refusal to allow discount because of delay in receipt of check.	Check mailed after date on which discount is allowed.
Aug. 11.....	Almon Ing. Prosecuting Attorney, v. Southwestern T. & T. Co.	Rates and service through Poplar Bluff Exchange.	Charges not unusual but if unsatisfactory advised to file formal complaint.
Aug. 11.....	T. B. Coppage, v. Springfield Gas & Electric Co.	Overcharge on bill in matter of minimum.	Charge in accordance with rules on file.
Aug. 12.....	Platt Hubbell, v. Wabash R. R. Co.	Overcharge on car rock dust, Gallatin to Trenton.	Proper rate assessed.
Aug. 12.....	Butler Manufacturing Co., v. Kansas City Home Telephone Co.	Charge for extra listing in directories.	Complaint satisfied.
Aug. 12.....	Anniston Farm Telephone Co., v. Southwestern T. & T. Co.	Free service with Co's exchange at Charleston.	Adjusted.
Aug. 13.....	Wm. Ehlers, Jr., v. Miami Independent Tel. Co.	Charge to subscriber for repeated message.	Advised to file formal complaint.
Aug. 13.....	B. K. Dickerson, v. LaPlata Telephone Co.	Discrimination in service.	Advised to file formal complaint.
Aug. 13.....	J. J. Dally, v. Rolla Telephone Co.	Unsatisfactory rural service through Rolla exchange.	Pending.
Aug. 13.....	Kremer & Voirel Construction Co., v. Kinloch Telephone Co.	Rate for business station.	Complaint satisfied.

Date, 1914.	Name.	Subject.	Disposal.
Aug. 13.....	Chas. Schlicht, v. Southwestern T. & T. Co	Toll rates, Crocker to Lebanon and Crocker to Rolla.	Rate reduced and complaint satisfied.
Aug. 14.....	Public Service Commission, v. St. L. & S. F. R. R. Co. (High Line.).	Requirements of report of inspection, June 10-11, 1914.	Pending.
Aug. 14.....	Public Service Commission, v. C. R. I. & P. Ry.	Requirements of report of inspection, May 25, 26, 27, 28, 1914.	Pending.
Aug. 14.....	Colonial Art Glass Studio, v. Kinloch Telephone Co.	Refusal to discontinue service except on payment of quarter's rent.	No cause for complaint found.
Aug. 15.....	DeCamp Mercantile Co., v. St. L. & S. F. R. R. Co.	Station agent at DeCamp.	Advised to file formal complaint.
Aug. 17.....	C. R. I. & P. Ry Co., v. Missouri Union Telephone Co.	Height of wires over right-of-way of R. R. at Windsor.	Wires placed underground.
Aug. 18.....	Pleasant Hill Township Board, v. Missouri Pacific and Frisco R. Rs.	Clearing weeds from right-of-way.	Corrected and case closed.
Aug. 18.....	Richard H. Kramer, v. St. Joseph Ry. L. H. & P. Co.	Street car service in St. Joseph.	Transferred to formal docket, Case 519.
Aug. 19.....	Cliff Rains, County Engineer, v. M. K. & T. Ry. Co.	Subway crossing 8 1/4 miles north of Fayette.	Pending.
Aug. 19.....	J. W. Chamberlin, v. United Railways Co.	Objection to closing rear platforms of street cars.	Closed—not considered just complaint.
Aug. 20.....	C. H. Benton, v. K. C. C. O. & St. J. Ry. Co.	Extreme delay of train No. 81, Saturdays and Sundays.	Closed—R. R. denies train was late but twice.
Aug. 21.....	J. W. Young, et al., v. M. K. & T. Ry. Co.	Inadequate train service through Gunn City.	Advised to file formal complaint.

Date, 1914.	Name.	Subject.	Disposal.
Aug. 21.....	Concordia Mill & Elevator Co., v. Mo. Pac. Ry. Co.	Delay in furnishing cars at Concordia.	No unusual delay shown; cars furnished second day.
Aug. 22.....	G. W. Hill & Son, v. C. R. I. & P. Ry. Co.	Condition of right-of-way fence near Jamesport.	Right of way fenced.
Aug. 22.....	Oregon & Forest City Telephone Co., v. Farmers Mutual Telephone Co.	Discrimination in rates for service.	Dropped by complainant.
Aug. 22.....	Mayor of Marshfield, v. Killion Brothers Telephone Co.	Sunday service for physicians.	Dropped by complainant.
Aug. 22.....	Mrs. G. W. Weeks, v. Southwestern T. & T. Co.	Excessive installation fee.	Complaint satisfied.
Aug. 22.....	O. C. Chilcote, v. Home Telephone Co.	Refusal to furnish business phone at residence.	Desired service furnished.
Aug. 24.....	Geo. W. Player, v. Jefferson City Bridge & Transit Co.	Inadequate facilities for transfer of passengers on M. K. & T. trains from North Jefferson to Jefferson City.	Delay unavoidable; case closed.
Aug. 24.....	Stephen Yancy, Jr., v. Mo. & Kansas Telephone Co.	Increase of rate for farm phones, based on distance from office.	Complaint satisfied.
Aug. 25.....	Speer & Thornhill, et. al., v. C. B. & Q. R. R. Co.	Stopping train No. 14 regularly at Forest City.	Advised to file formal complaint.
Aug. 25.....	L. J. Tausig, v. Mo. Pac. Ry.	Switching charge on lumber.	Advised to file formal complaint.
Aug. 27.....	Public Service Commission, v. Illinois Southern R. R.	Requirements of inspection report, June 25, 1914.	Pending.
Aug. 27.....	Public Service Commission, v. St. Louis & Hannibal Ry.	Requirements of inspection report, June 23, 1914.	Pending.

Date, 1914.	Name.	Subject.	Disposal.
Aug. 27.....	Public Service Commission, v. Williamsville, Greenville & St. Louis R. R.	Requirements of inspection report, July 9, 1914.	Pending.
Aug. 27.....	Public Service Commission, v. C. G. N. Ry.	Requirements of inspection report, July 7-8, 1914.	Pending.
Aug. 27.....	T. A. Leeder, v. Southwestern T. & T. Co.	Charging special line rates for party line service.	Dropped by complainant.
Aug. 27.....	C. H. Casebolt, v. Sligo & Eastern R. R. Co., et. al.	Depots along right of way.	Transferred to formal docket, Case 571.
Aug. 28.....	Chilhowee Telephone Co., v. Farmers Mutual Telephone Co.	Free telephone in C. R. I. & P. depot at Chilhowee.	Investigated and found telephone is on paid basis, the same as other phones.
Aug. 29.....	Oscar Hart, v. Mo. Southern R. R.	Failure to furnish cars for loading lumber at Dagonia.	Cars furnished.
Aug. 31.....	W. R. Dalton, v. Wabash R. R. Co.	Stopping train No. 2 at Wentzville on Sunday	Train No. 2 will stop at Gilmore on Sunday on flag.
Aug. 31.....	W. N. Grant, v. Kansas City Electric Light Co.	Excessive electric light bills through mistake in number of rooms in dwelling.	Transferred to formal docket, Case 507.
Sept. 1.....	E. E. Swink, v. Illinois Southern R. R.	Overcharge on hay, St. Louis to Farmington, as compared with Ste. Genevieve.	Advised to file formal complaint.
Sept. 1.....	Howard Hitchcock, v. Ava Telephone Co.	Discrimination, etc.	Dropped by complainant.
Sept. 2.....	W. C. Lieser, et. al., v. Kinloch Telephone Co.	Unsatisfactory service, etc.	Dropped by complainant.
Sept. 2.....	F & E. Bosch, v. Metropolitan Street Ry. Co.	Refusal to pay claim for \$44.69, arising from repairs made necessary by electrocution.	Commission no jurisdiction to order refund; after investigation pertinent suggestions.



Date, 1914.	Name.	Subject.	Disposal.
Sept. 3.....	McNeel Coal Co., v. C. & A. R. R. Co.	Violation of long and short haul clause.	Rate adjusted and refund made.
Sept. 4.....	Townley Mfg. Co., v. St. L. S. W. Ry. Co.	Application of highest rate on shipment of hay.	Overcharge paid in sum of \$16.90.
Sept. 4.....	Mexico Investment & Construction Co., v. C. & A. R. R. Co.	Overcharge on car of rails, K. C. to Mexico.	Reparation request filed with I. C. O.
Sept. 4.....	T. G. McGee, v. Farmers Telephone Co. of Versailles.	Refused to deliver message to R. E. Wendleton.	Letter of explanation returned undelivered.
Sept. 5.....	A. P. Hudson, v. Frisco R. R. Co.	Overcharge on H. H. goods, Mozquers, N. M. to Winona, Mo.	Pending.
Sept. 5.....	S. N. Long Warehouse Co., v. Mo. Pac. Ry. Co.	Assessment of switching charges.	Request for refund withdrawn.
Sept. 7.....	U. S. Stock Food Co., v. W. G. & St. L. R. R.	Rate on shipment of alfalfa feed.	Refund paid.
Sept. 9.....	John L. Scott, v. Wabash R. R.	Crowded conditions of trains 28 and 29, between Hannibal and Moberly.	Condition corrected.
Sept. 10.....	New Hampton Commercial Club, v. C. B. & Q. R. R.	Condition of stock pans.	Corrected.
Sept. 10.....	Geo. A. McNell, v. Sedalia City Water Co.	Charges for water and meter service.	New meter furnished and matter satisfied.
Sept. 11.....	Meyer-Albert Grocer Co., v. O. G. N. Ry. Co.	Non-performance of freight and passenger service between Cape Girardeau and Ancell.	Motor car installed; and weekly freight service furnished.
Sept. 11.....	J. G. Taylor, v. Mo. & Kansas Telephone Co.	Unsatisfactory service, failure to correct trouble, etc.	Complaint withdrawn.

Date, 1914.	Name.	Subject.	Disposal.
Sept. 12.....	Atlas Powder Co., v. Mo. Pac. Ry. Co.	Rate on blasting powder.	Proper rate applied.
Sept. 12.....	Edward Schrantz, v. Jefferson City Bridge & Transit Co.	Overcharge on bridge toll for automobile.	Complainant refused to receive proper refund offered by defendant.
Sept. 12.....	Jennings-Woodland Improvement Ass'n. v. Wabash R. R. Co.	Dangerous crossing at Florissant Avenue.	Satisfactorily repaired.
Sept. 12.....	Public Service Commission, v. M. R. & B. T. R. R. Co.	Requirements of inspection report of June 24, 1914.	Pending.
Sept. 14.....	Pickrel Walnut Co., v. C. B. & Q. R. R. Co.	Rate on walnut lumber.	Ry. accepts Commission's construction and request for overcharge withdrawn.
Sept. 14.....	R. H. Bather, v. St. Louis County Gas Co.	Overcharge through lack of meter rates.	Pending.
Sept. 14.....	W. F. Lepchenski et al., v. Mo. Pac. Ry. Co.	Insanitary condition of caboose.	Dropped by complainant.
Sept. 16.....	R. E. Lee, v. Mo. Pac. Ry. Co.	Overcharge on shipment of oats and rye.	Refund paid.
Sept. 17.....	A. P. Duncan, v. St. L. & S. F. R. R. Co.	Discrimination in use of right of way for storing ties.	Corrected and case closed.
Sept. 17.....	J. H. Edwards, v. Richmond Electric Light Co.	Meter deposit.	Pending.
Sept. 17.....	S. A. Clark, v. C. & A. R. R. Co.	Train Service on South Branch and train connections at Mexico with Wabash R. R.	Transferred to formal docket, Case 550.
Sept. 18.....	Guy Robinett, v. Western Union Telegraph Co.	Unsatisfactory office hours at Weaubleau and rates.	Pending.

Date, 1914.	Name.	Subject.	Disposal.
Sept. 18. . . . .	Guy Robnett v. St. L. & S. F. R. R. Co.	Closing station at 7 P. M. at Weaubleau.	Station to be kept open, with fire in waiting room in bad weather.
Sept. 19. . . . .	J. H. Minor, v. Webster County Telephone Co.	Unsatisfactory telephone service.	Dropped by complainant.
Sept. 19. . . . .	B. Johnson & Son, v. St. L. S. W. Ry. Co.	Demurrage on St. L. S. W. Cars 18146 and 19810.	Pending.
Sept. 21. . . . .	A. L. Brown, v. St. L. & S. F. R. R. Co.	Train connections at Exeter, with C. & W. R. R. trains.	Connection arranged for.
Sept. 22. . . . .	Public Service Commission, v. Mo. Southern R. R.	Requirements of inspection report of July 10, 1914.	Pending.
Sept. 22. . . . .	Marshall School Board, v. Mo. & Kansas Telephone Co.	Telephone rates to public schools and colleges.	Rates charged as per schedule.
Sept. 23. . . . .	J. B. Gilbert, v. M. K. & T. Ry.	Coal rates from Franklin County, Illinois.	Interstate—No jurisdiction.
Sept. 24. . . . .	T. L. Pulliam Merc. Co., v. Mo. Pac. Ry. Co.	Overcharge on oats.	Shipment moved interstate—request for reparation filed with I. C. C.
Sept. 24. . . . .	John G. Cable, v. Southwestern T. & T. Co.	Discontinuance of telephone service during current month for subscriber's non-payment of service bill for month in question.	Dropped by complainant.
Sept. 24. . . . .	Farmers Mutual Telephone Co. v. Sheldon Mutual Telephone Co.	Free telephone service in Mo. Pac. depot at Sheldon.	Pending
Sept. 24. . . . .	J. U. White, Superintendent Brookfield Public Schools, v. Mo. & Kansas Telephone Co.	Rates to public schools and colleges.	Rates charged as per schedule.
Sept. 25. . . . .	M. Longo Fruit Co., v. M. K. & T., Mo. Pac. and Frisco R. Rs.	Notation on B-L that shipper assumes all risk of damage account of goods shipped in box cars.	Advised to file formal complaint.

Date, 1914.	Name.	Subject.	Disposal.
Sept. 26.....	Edward T. Eversole, v. Mo. Pac. Ry. Co.	Overcharge on shipment of bulk oats.	Pending.
Sept. 26.....	Pero Lumber Co., v. St. L. & S. F. R. R.	Overcharge on shipment of machinery.	Overcharge of \$88.88 paid complainant.
Sept. 28.....	B. E. Hixon, et al., v. Southwestern T. & T. Co.	Discontinuance of service unless certain contracts are signed.	Transferred to formal docket, Case 583.
Sept. 28.....	Geo. H. Koester, v. Pioneer Telephone Co.	Switching service for rural lines.	Pending.
Sept. 28.....	Trenton School Board, v. Mo. & Kansas Telephone Co.	Rates to public schools and colleges.	Rates charged as per schedule.
Sept. 29.....	Walworth Jenkins, v. Kinloch Telephone Co.	Refusal to furnish telephone service except on payment of quarter's rent in advance.	Complaint satisfied.
Sept. 29.....	T. A. Miller Lumber Co., v. St. L. I. M. & S. Ry.	Rate on crushed rock or tailings, Webb City to Hoberg	Proper rate being applied.
Sept. 29.....	H. F. Cobbell, v. A. T. & S. F. Ry.	Overcharge on hay, Hardin to Bosworth.	Overcharge refunded.
Sept. 30.....	J. R. Roycroft, v. United Rys. Co.	Equipment on Creve Coeur line.	Advised to file formal complaint.
Sept. 30.....	J. N. Hinshaw, v. Carthage Water & Electric Plant.	Objection to three-year contract, etc.	Advised to file formal complaint.
Oct. 1.....	Raymond Ploquet, v. Pioneer Telephone Co.	Charge for delivery of telegram over telephone to which he is a subscriber.	Pending.
Oct. 3.....	A. J. Sheehan Granite Co., v. Mo. Pac. Ry. Co.	Failure of agent to furnish weights on shipments of granite.	Arrangements made to send card showing weight with each shipment.

Date, 1914.	Name.	Subject.	Disposal.
Oct. 5.....	Will H. Zorn, v. West Plains City Water Plant.	Furnishing meter and double service charge where only one meter is used in measuring water.	Pending.
Oct. 8.....	National Veneer Package Co., v. St. L. & S. F. R. R. Co.	Overcharge on shipment of rough mill logs from Cape Girardeau.	Overcharge refunded
Oct. 8.....	J. H. Conrath, Postmaster, v. Capital City Water Co.	Refusal to furnish service for hydraulic lift.	Pending.
Oct. 10.....	Mrs. Marion S. Bennett, v. Mo. & Kansas Telephone Co.	Refusal to furnish direct service.	Investigated—no cause for complaint.
Oct. 10.....	Scott J. Miller, et. al., v. Mo. & Kansas Telephone Co.	Unsatisfactory service at Chillicothe.	Investigated and satisfied.
Oct. 10.....	Dr. H. J. Chapman, Speed, Kansas, v. Western Union Telegraph Co.	Failure to deliver message to C. A. Clark, Musselfork, Mo.	Pending.
Oct. 12.....	Floyd S. Tuggle, v. Wabash R. R. Co.	Dangerous crossing near Gallatin.	Pending.
Oct. 12.....	Newman Merc. Co., v. Home Telephone Co.	Rate at Joplin for trunk line entering building with intercommunicating system.	Complaint withdrawn.
Oct. 13.....	R. E. Slowey, Receiver W. G. & St. L. R. R. v. C. R. I. & P. Ry.	Overcharge, account of misrouting by C. R. I. & P. Ry.	Additional refund ordered to complainant.
Oct. 15.....	Chas. W. Logan, v. United Rys. Co.	Unsatisfactory transfer points on United Rys.	Complaint satisfied.
Oct. 15.....	H. S. Jones, v. Southwestern T. & T. Co.	Refusal to furnish service at Octa.	Desired service furnished.
Oct. 16.....	Murphy Tle Co., v. St. L. & S. F. R. R. Co.	Overcharge on shipment of cross ties.	Proper rate to be charged as per Commission's instructions.

Date, 1914.	Name.	Subject.	Disposal.
Oct. 16.....	Lula M. Collins, v. Pike County Electric Light & Power Co.	Minimum charge.	Pending.
Oct. 16.....	Clinton S. Burns, v. Kansas City Electric Light Co.	Unsatisfactory "power contract" covering charging of machines.	Rectifier service being furnished according to schedule on file; explanation by defendant accepted as satisfactory.
Oct. 17.....	John Pogue, v. Mo. Southern R. R.	Overcharge on shipment of baled hay.	Overcharge in sum of \$8.28 paid claimant.
Oct. 19.....	Wm. H. Yates, v. C. & A. E. R. Co.	Overcharge on shipment of oats, Mexico to Auxvasse.	Pending.
Oct. 20.....	D. E. Killam, v. Wabash E. R. Co.	Refusal to stop train at Gilmore; forced to buy ticket to St. Charles to get on train and then train stopped at Gilmore.	Pending.
Oct. 20.....	Fred B. Sackbauer, v. Southwestern T. & T. Co.	Discrimination in rates under old and new contracts.	Pending.
Oct. 20.....	F. W. Orandall, v. Southwestern T. & T. Co.	Order of defendant requiring complainant to re-set pole, etc.	Matter adjusted and service furnished.
Oct. 21.....	Dr. E. L. Parker, v. Mo. & Kansas Telephone Co.	Increase of toll rate, Excelsior Springs to Kansas City and rent on slot machine.	Dropped by complainant.
Oct. 22.....	Public Service Commission, v. C. B. & Q. R. R. Co.	Requirements of inspection report of July 20-28, 1914.	Pending.
Oct. 22.....	Thos. B. Powell, v. Mo. & Kansas Telephone Co.	Charges under unexpired contract.	Investigated and satisfied.
Oct. 23.....	United Commercial Travelers, v. Mo. Southern R. R.	Ice water in passenger coach.	Advised to file formal complaint.
Oct. 23.....	United Commercial Travelers, v. St. L. I. M. & S. Ry. Co.	Conditions in St. L. I. M. & S. Ry., between Neelyville and Doniphan.	Inspectors placed on trains to improve conditions.

Date, 1914.	Name.	Subject.	Disposal.
Oct. 28.....	C. J. Stout, Y. Gallatin Light & Water Works.	Rates for electricity for heating purposes.	Rates explained and case closed.
Oct. 28.....	Wm. P. Stark Nurseries, Y. Mo. & Kansas Telephone Co.	Unreasonable rates and unsatisfactory service.	Pending.
Oct. 28.....	R. S. Richart, Y. Mo. & Kansas Telephone Co.	Unsatisfactory telephone service between Marshall and Nelson.	Satisfied and case closed.
Oct. 29.....	W. R. Snodgrass, Y. St. L. & S. F. R. R. Co.	Abolishing stop at 37th St., or Leeds Station.	Railroad advises no change will be made at present.
Oct. 30.....	St. Louis Paper Co., Y. Wabash R. R. Co.	Refusal to pay claim because of delay of more than four months in filing.	Draft in payment of claim forwarded.
Nov. 4.....	R. R. Wolford, Y. St. L. & S. F. R. R. Co.	Overcharge of storage on marble.	Refund of \$1.20 acknowledged.
Nov. 5.....	A. J. Sheehan Granite Co., Y. St. L. I. M. & S. Ry. Co.	Overcharge on paving blocks.	Pending.
Nov. 5.....	Burt Cline, Y. Taberville Telephone Co.	Condition of telephone lines between Taberville and Appleton City.	Dropped by complainant.
Nov. 5.....	Stark Nurseries, Neosho, Y. Crow Telephone Co.	Unsatisfactory service at Stark City.	Pending.
Nov. 5.....	City of Pleasant Hill, Y. Mo. Pac. Ry. Co.	Dangerous crossings in Pleasant Hill.	Watchman installed and matter adjusted
Nov. 6.....	C. S. Puckett, Y. Southwestern T. & T. Co.	Rent contract.	Investigated—no cause for complaint.
Nov. 7.....	Public Service Commission, Y. C. & A. R. R. Co.	Requirements of inspection report of Sept. 21-22, 1914.	Pending.

Date, 1914.	Name.	Subject.	Disposal.
Nov. 9.....	City of Calhoun, V. M. K. & T. Ry. Co.	Lights at crossing.	Pending.
Nov. 11.....	Joel Springer, V. Citizens Telephone Co. of Tipton.	Discontinuance of service because of failure to pay bill.	Transferred to formal docket, Case 574.
Nov. 13.....	Lipscomb Grain & Seed Co., V. St. L. & S. F. R. R. Co.	Refusal to protect rate of 17 1/2 c., Iantha to Hunter.	Pending.
Nov. 13.....	J. H. Brod Granite Co., V. Mo. Pac. Ry. Co.	Refusal to apply Sec. 3241 rates on undressed or crushed granite.	Pending.
Nov. 17.....	Stupp Brothers Bdg. & Iron Co., V. Mo. Pac. Ry. Co.	Violation of long and short haul clause.	Satisfactory settlement made.
Nov. 17.....	Fravel Remedy Co., V. Wells, Fargo & Co., Express.	Refusal to pick up shipments.	Adjusted.
Nov. 18.....	Mills & Arnold Lumber Co., V. A. T. & S. F. Ry. Co.	Overcharge on lime, Kirksville to Marceline.	Pending.
Nov. 18.....	Public Service Commission, V. Mo. Pac. Ry. Co.	Insanitary conditions of coaches on Tipton, Versailles and Boonville branches.	Pending.
Nov. 18.....	Public Service Commission, V. Iowa & St. Louis Ry.	Requirements of inspection report of Oct. 8, 1914.	Pending.
Nov. 18.....	Public Service Commission, V. Q. O. & K. C. R. R.	Requirements of inspection report of Oct. 7-8, 1914.	Pending.
Nov. 18.....	Elmer C. Nickels, V. Mo. & Kansas Telephone Co.	Refusal to furnish service without payment of three months service in advance.	Adjusted.
Nov. 18.....	Newburg Telephone Co., V. P. D. Hawkins.	Establishing telephone exchange at Newburg without consent of Public Service Commission.	Pending.



Date, 1914.	Name.	Subject.	Disposal.
Nov. 18.....	Faxon & Gallagher Drug Co., v. Mo. & Kansas Telephone Co.	Excessive rate for private exchange service.	Investigation shows no cause of action.
Nov. 19.....	Dr. A. J. Orider, v. Marion County Independent Tel. Co., Switchboard No. 2.	Refusal to furnish service through switchboard No. 2 at Weldon.	Pending.
Nov. 19.....	J. W. Menefee & Sons, v. Mo. & Kansas Telephone Co.	25c. rental per month for desk telephone service.	Dropped by complainant.
Nov. 20.....	Julius Meyer, Jr., v. West St. Louis W. & L. Co.,	Failure to furnish water for residence, claiming delay caused by contract for pipe, etc.	Service furnished.
Nov. 21.....	David Littlejohn, v. St. Joseph Gas Co.	Delay in making connections.	Pending.
Nov. 21.....	Henrietta Lumber Co., v. Mo. Pac. Ry. Co.	Shipment offered at Lexington destined to Lexington Jct.	Shipment forwarded to destination.
Nov. 21.....	Auxvass Mutual Telephone Co., v. Buffum Telephone Company.	Physical connection with other telephone companies.	Pending.
Nov. 23.....	M. A. Barker, v. Wells, Fargo & Co., Express.	Overcharge on organ, Riggers Ark. to Poplar Bluff.	Refund ordered as claimed.
Nov. 23.....	Tim Cooley, et. al., v. Bever & Southern R. R.	Change in train schedule, effective Dec. 1, 1914.	Advised to file formal complaint.
Nov. 23.....	L. H. Newman Co., v. Southwestern T. & T. Co.	Discrimination in service over private branch exchange, intercommunicating.	Investigated and satisfied.
Nov. 24.....	Citizens of Versailles, v. Versailles Telephone Co.	Local toll rates.	Dropped.
Nov. 25.....	Mrs. L. A. Turner-Lohbeck, v. Kinloch Telephone Co.	Interrupted service and refusal to discontinue telephone.	Pending.

Date, 1914.	Name.	Subject.	Disposal.
Nov. 25.....	Dr. J. R. Newton, Blue Springs, v. Mo. & Kansas Tel. Co.	Requiring office and residence telephone to be put on separate lines.	Pending.
Nov. 28.....	Ozark Improvement Co., v. St. L. & S. F. R. R. Co.	Abandonment of track at Lebanon known as Orchard Spur.	Defendant advises no decision reached as to taking up track.
Nov. 28.....	Henry C. Roark, v. Neosho Water Works.	Refusal to furnish meter	Pending.
Dec. 2.....	Independent Breweries Co., v. M. K. & T. and Wabash R. Rs.	Rate on empty beer packages from Moberly, as compared with rate from Kansas City.	Pending.
Dec. 3.....	Ravanna Telephone Co., v.	Refusal to answer calls.	Pending.
Dec. 3.....	E. H. S. Henry, v. Weaubleau Telephone Co.	Unsatisfactory service, quality of equipment, etc.	Pending.
Dec. 4.....	Hygienic Chemical Co., v. Southwestern T. & T. Co.	Practice of collecting for telegraph service.	Pending.
Dec. 7.....	Warrensburg Commercial Club, v. Mo. Pac. Ry. Co.	Stopping No. 7 to take on passengers at Warrensburg.	No. 7 stopped for present.
Dec. 7.....	Independent Breweries Co., v. M. K. & T. and Wabash R. Rs.	Rate on empty beer packages from Moberly as compared with the rate from Kansas City.	No switching can be assessed at St. Louis from Moberly when not assessed from Kansas City.
Dec. 7.....	Miss Elsie Frost, v. C. B. & Q. R. R. Co.	Stopping trains in upper yards, forcing pas- sengers to walk a mile to station, at Hiasco.	Defendant refuses to operate over connecting railway.
Dec. 7.....	A. D. Eriseman, v. Wabash R. R. Co.	Overcharge on hogs from Benton City.	Pending.
Dec. 8.....	B. A. Hichman, v. Kinloch Telephone Co.	Discrimination in telephone rates.	Pending.

Date, 1914.	Name.	Subject.	Disposal.
Dec. 14.....	Earnest N. Tuttle, v. Buftum Telephone Co.	Telephone service at Fulton.	Rule requiring subscribers to ask for service by number of telephone called approved.
Dec. 14.....	Robert W. Bruner, v. Kinloch Telephone Co.	Refusal to move telephone to new address unless new contract is signed.	Pending.
Dec. 14.....	Seaton & Croke, v. White Oak Telephone Co.	Discontinuance of telephone service at Strasburg without notice.	Pending.
Dec. 15.....	Hydraulic Press Brick Co., v. Frisco R. R. Co.	Overcharge on shipment of Brick, St. Louis to Esther.	Pending.
Dec. 15.....	J. M. Taylor, v. West St. Louis Water & Light Co.	Overcharge for water service and request for meter test.	Meter tested and found two per cent slow.
Dec. 15.....	Estell Murray, v. Jefferson City L. H. & P. Co.	Overcharge for gas service.	Complaint satisfied.
Dec. 16.....	O. E. Amos, v. Jefferson City L. H. & P. Co.	Overcharge for gas service and request for meter test.	Pending.
Dec. 16.....	I. J. Hammon, v. Brookfield Electric Light Co., et. al.	Rates and service by water and light utilities.	Pending.
Dec. 17.....	J. W. Sims, v. Chicago & Alton R. R. Co.	Improper grade of car of corn.	Pending.
Dec. 18.....	H. J. Jaeger, v. St. Louis Gas Co.	Rates for gas service and request for meter test.	Pending.
Dec. 18.....	Hallbarton Dry Goods Co., et. al., v. Brookfield Electric Light Co.	Rates and service at Brookfield.	Pending.
Dec. 18.....	Burt Oline, v. Rockville Telephone Co.	Inadequate telephone service at Appleton City.	Pending.

Date, 1914.	Name.	Subject.	Disposal.
Dec. 18.....	A. J. Jones, v. Reader L. I. & F. Co.	Rates for electric service at Pleasant Hill.	Pending.
Dec. 21.....	Chas. F. Jackels, v. Metropolitan St. Ry.	Practice of carrying freight (newspapers) in cars and piling them on seats.	Pending.
Dec. 22.....	Kansas City Bldg. Supply Co., v. C. M. & St. P. Ry. Co.	Application of through rates in excess of combination of locals.	Pending.
Dec. 22.....	W. J. Walton, v. Southwestern T. & T. Co.	Telephone service at Slater.	Pending.
Dec. 22.....	Public Service Commission, v. M. K. & T. Ry. Co.	Requirements of inspection report of Oct. 14-15-16, 1914.	Pending.
Dec. 23.....	Dalton Realty Co., v. Frisco R. R. Co.	Failure to stop trains at East Joplin.	Pending.
Dec. 24.....	F. B. Powell, v. Rolla Electric Light & Water Works.	Discriminatory rates for electric and water service.	Pending.
Dec. 24.....	Light & Development Co., v. American Light & Power Co.	Discriminatory use of rates to meet competition.	Pending.
Dec. 24.....	E. T. Hodges, v. Intelman and Starrett L. & T. Co.	Rates for electric service at Cole Camp.	Pending.
Dec. 28.....	Public Service Commission, v. Wabash R. R. Co.	Dangerous crossing at Randolph.	Pending.
Dec. 28.....	J. R. Edwards, v. C. & A. R. R. Co.	Depot facilities at Slater.	Pending.
Dec. 29.....	Public Service Commission, v. St. L. K. & S. E. Ry.	Requirements of inspection of Nov. 21, 1914.	Pending.

Date, 1914.	Name.	Subject.	Disposal.
Dec. 29.....	Public Service Commission, v. St. J. & S. Interurban Rys.	Requirements of inspection of Oct. 27, 1914.	Pending.
Dec. 29.....	Public Service Commission, v. Bevier & Sou. R. R. Co.	Requirements of inspection of Oct. 28, 1914.	Pending.
Dec. 29.....	O. J. Krummenacher, v. Kinloch Telephone Co.	Interrupted service and discontinuance for non-payment of rental.	Pending.
Dec. 29.....	Rockville Telephone Co., v. Taborville Telephone Co.	Crossed wires.	Pending.











